



Camden Council

Attachments

Ordinary Council Meeting
24 June 2014

Camden Civic Centre
Oxley Street
Camden



ORDINARY COUNCIL

ATTACHMENTS - ORDINARY COUNCIL

| | | |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| ORD01 | Section 96(2) Modification - Increased Dwelling And Fence Height, Minor Building Alterations And Modified Landscaping, 11 Sunset Avenue, Elderslie | |
| | Attachment 1: DA Modified Plans | 5 |
| ORD02 | South West Rail Link Extension - Public Transport Corridor Protection | |
| | Attachment 1: Attachment Council Submission - South West Rail Link Extension June 2014_..... | 13 |
| ORD03 | Anzac Centenary Celebrations | |
| | Attachment 1: Letter from Camden RSL Sub-Branch Committee | 28 |
| ORD04 | Community Sponsorship Program - Funding Allocations June To December 2014 | |
| | Attachment 1: June to Dec Council Community Sponsorship Program Summary of Allocations | 29 |
| ORD05 | Adoption Of The 2013/14 - 2016/17 Revised Delivery Program And 2014/15 Operational Plan (Including Budget) | |
| | Attachment 1: Delivery Program - Submissions_Redacted | 31 |
| | Attachment 2: Unfunded Works and Services List..... | 49 |
| ORD06 | Investment Monies - May 2014 | |
| | Attachment 1: Investment Report - May 2014 | 55 |



| | | |
|--------------|----------------------------------------------------------------------------------------------------------|-----|
| ORD07 | Re-Establishment Of Alcohol Free Zone - Old Hume Highway Camden | |
| | Attachment 1: Reassessment of Alcohol Free Zone - Old Hume Highway CAMDEN - NSW Police 2014 | 66 |
| ORD08 | Camden LGA Pedestrian Access And Mobility Plan (PAMP) 2014 | |
| | Attachment 1: Camden LGA Pedestrian Access and Mobility Plan 2014 | 69 |
| ORD09 | IMB Grant For Bicentennial Equestrian Park To Extend The Men's Shed | |
| | Attachment 1: IMB Community Foundation Letter and Funding Agreement..... | 124 |
| | Attachment 2: Proposed Extension - Men's Shed BEP..... | 134 |

NOTES:
 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 2. FINISHES TO BE SPECIFIED FOR CITY.
 3. FLOOR JOISTS AND TRusses TO BE 2x10s.
 4. ALL MEASUREMENTS ARE TO FACE UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

MR. & MRS. SMALLMAN

PROPOSED BAN RESIDENCE

PERSPECTIVE

M.A.D.S. ARCHITECTURE

2476 25th St. N. Seattle, WA 98107

360.425.1111

| Sheet Number | Sheet Name |
|--------------|---------------------------|
| 1 | PERSPECTIVE |
| 2 | LOWER FLOOR PLAN |
| 3 | UPPER FLOOR PLAN |
| 4 | ELEVATIONS |
| 5 | ELEVATIONS |
| 6 | SECTION |
| 7 | EXISTING HOUSE FLOOR PLAN |
| 8 | EXISTING HOUSE ELEVATIONS |
| 9 | SECTION |
| 10 | SHADOW DIAGRAMS |
| 11 | LANDSCAPE PLAN |
| 12 | MAST |
| 13 | FOUNDATION PLAN |
| 14 | SCREENING PLAN |

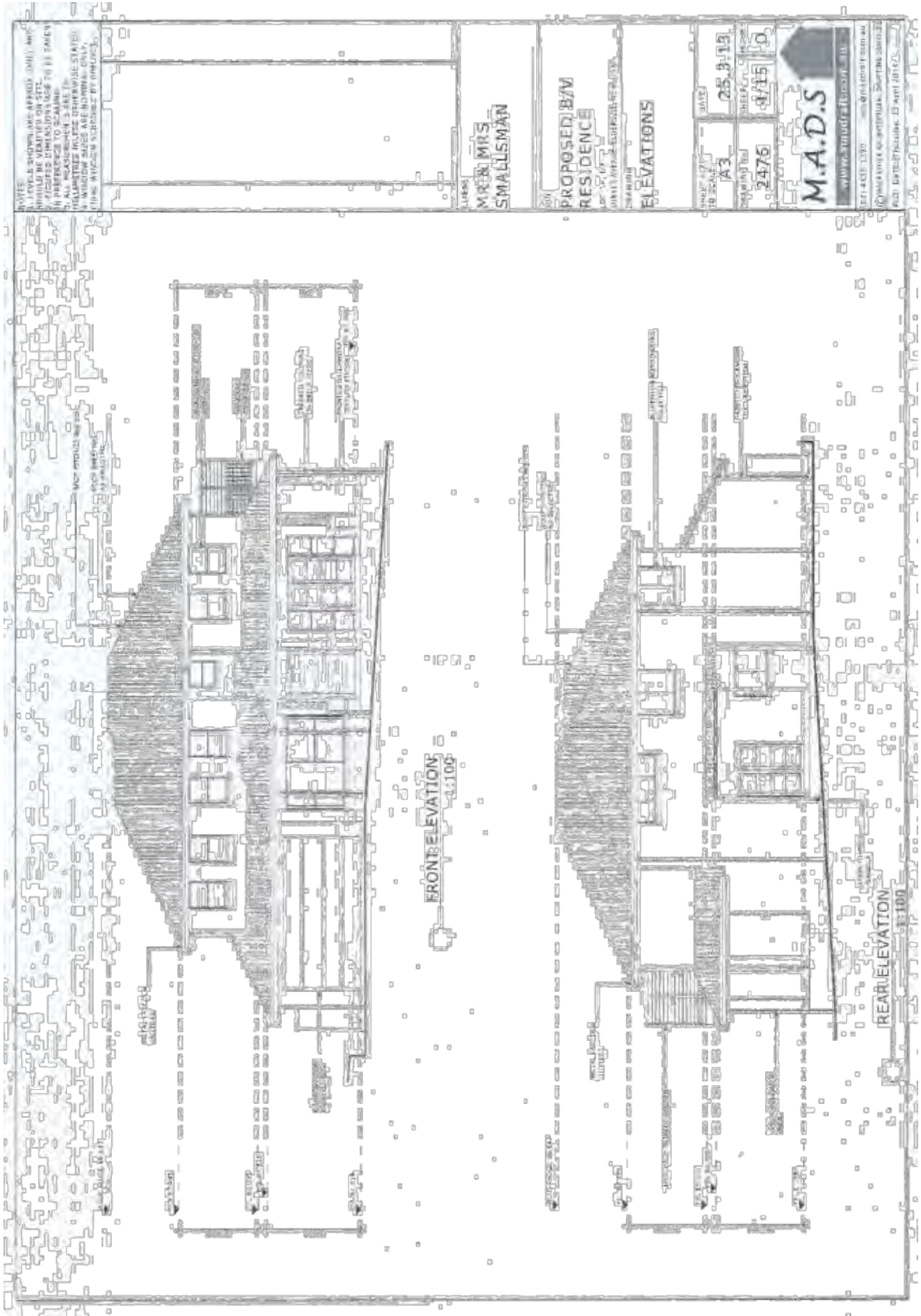
| AMENDMENT | DATE |
|-----------|------------|
| 1 | 2/07/2012 |
| 2 | 11/04/2013 |
| 3 | 05/21/2013 |
| 4 | 04/01/2013 |
| 5 | 02/05/2013 |
| 6 | 07/05/2013 |
| 7 | 07/05/2013 |
| 8 | 04/02/2014 |
| 9 | 03/10/2013 |
| 10 | 03/10/2013 |
| 11 | 03/10/2013 |
| 12 | 03/10/2013 |
| 13 | 03/10/2013 |
| 14 | 03/10/2013 |
| 15 | 03/10/2013 |
| 16 | 03/10/2013 |
| 17 | 03/10/2013 |
| 18 | 03/10/2013 |
| 19 | 03/10/2013 |
| 20 | 03/10/2013 |
| 21 | 03/10/2013 |
| 22 | 03/10/2013 |
| 23 | 03/10/2013 |
| 24 | 03/10/2013 |
| 25 | 03/10/2013 |
| 26 | 03/10/2013 |
| 27 | 03/10/2013 |
| 28 | 03/10/2013 |
| 29 | 03/10/2013 |
| 30 | 03/10/2013 |
| 31 | 03/10/2013 |
| 32 | 03/10/2013 |
| 33 | 03/10/2013 |
| 34 | 03/10/2013 |
| 35 | 03/10/2013 |
| 36 | 03/10/2013 |
| 37 | 03/10/2013 |
| 38 | 03/10/2013 |
| 39 | 03/10/2013 |
| 40 | 03/10/2013 |
| 41 | 03/10/2013 |
| 42 | 03/10/2013 |
| 43 | 03/10/2013 |
| 44 | 03/10/2013 |
| 45 | 03/10/2013 |
| 46 | 03/10/2013 |
| 47 | 03/10/2013 |
| 48 | 03/10/2013 |
| 49 | 03/10/2013 |
| 50 | 03/10/2013 |
| 51 | 03/10/2013 |
| 52 | 03/10/2013 |
| 53 | 03/10/2013 |
| 54 | 03/10/2013 |
| 55 | 03/10/2013 |
| 56 | 03/10/2013 |
| 57 | 03/10/2013 |
| 58 | 03/10/2013 |
| 59 | 03/10/2013 |
| 60 | 03/10/2013 |
| 61 | 03/10/2013 |
| 62 | 03/10/2013 |
| 63 | 03/10/2013 |
| 64 | 03/10/2013 |
| 65 | 03/10/2013 |
| 66 | 03/10/2013 |
| 67 | 03/10/2013 |
| 68 | 03/10/2013 |
| 69 | 03/10/2013 |
| 70 | 03/10/2013 |
| 71 | 03/10/2013 |
| 72 | 03/10/2013 |
| 73 | 03/10/2013 |
| 74 | 03/10/2013 |
| 75 | 03/10/2013 |
| 76 | 03/10/2013 |
| 77 | 03/10/2013 |
| 78 | 03/10/2013 |
| 79 | 03/10/2013 |
| 80 | 03/10/2013 |
| 81 | 03/10/2013 |
| 82 | 03/10/2013 |
| 83 | 03/10/2013 |
| 84 | 03/10/2013 |
| 85 | 03/10/2013 |
| 86 | 03/10/2013 |
| 87 | 03/10/2013 |
| 88 | 03/10/2013 |
| 89 | 03/10/2013 |
| 90 | 03/10/2013 |
| 91 | 03/10/2013 |
| 92 | 03/10/2013 |
| 93 | 03/10/2013 |
| 94 | 03/10/2013 |
| 95 | 03/10/2013 |
| 96 | 03/10/2013 |
| 97 | 03/10/2013 |
| 98 | 03/10/2013 |
| 99 | 03/10/2013 |
| 100 | 03/10/2013 |

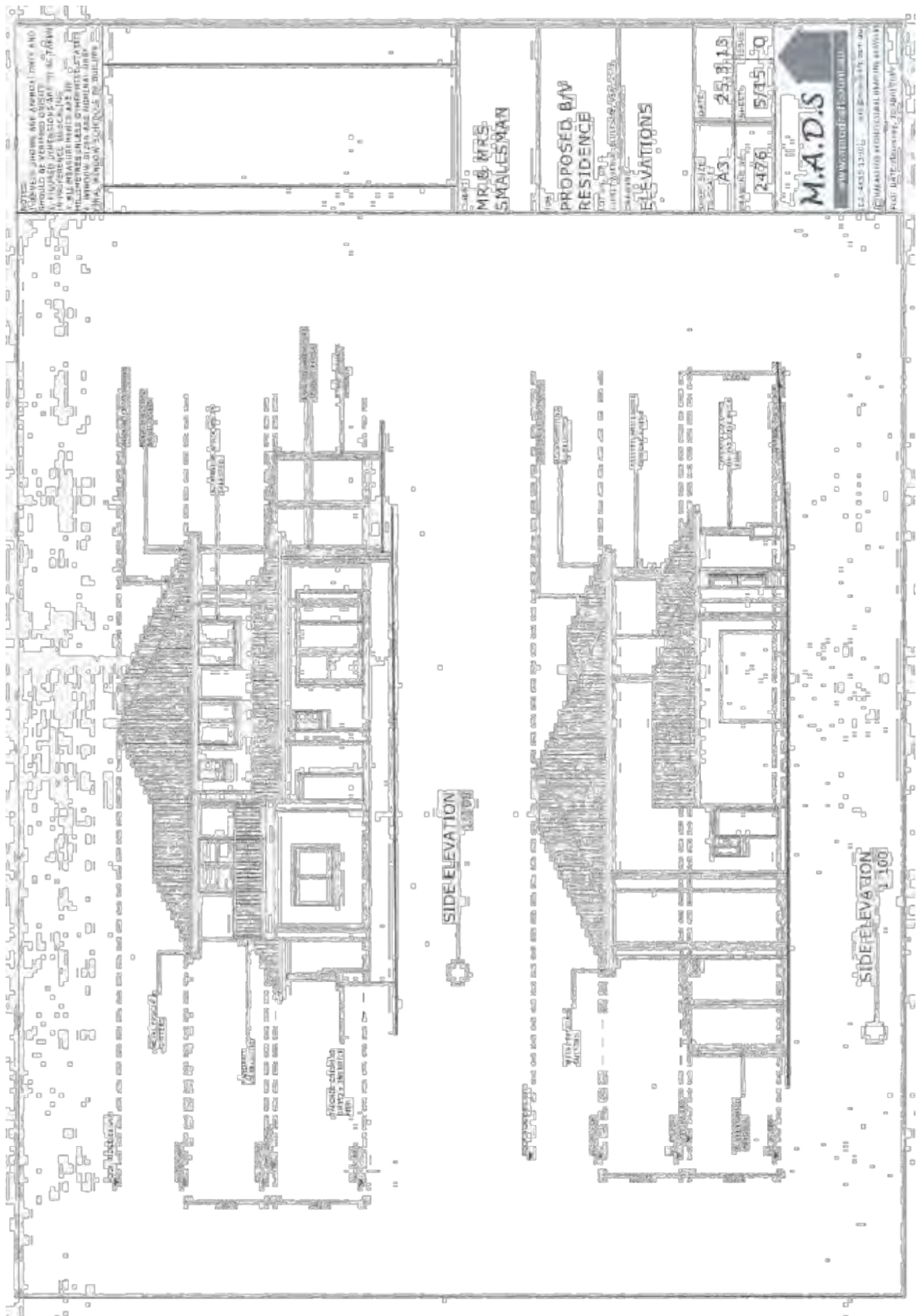
ORD01

Attachment 1

ORD01

Attachment 1



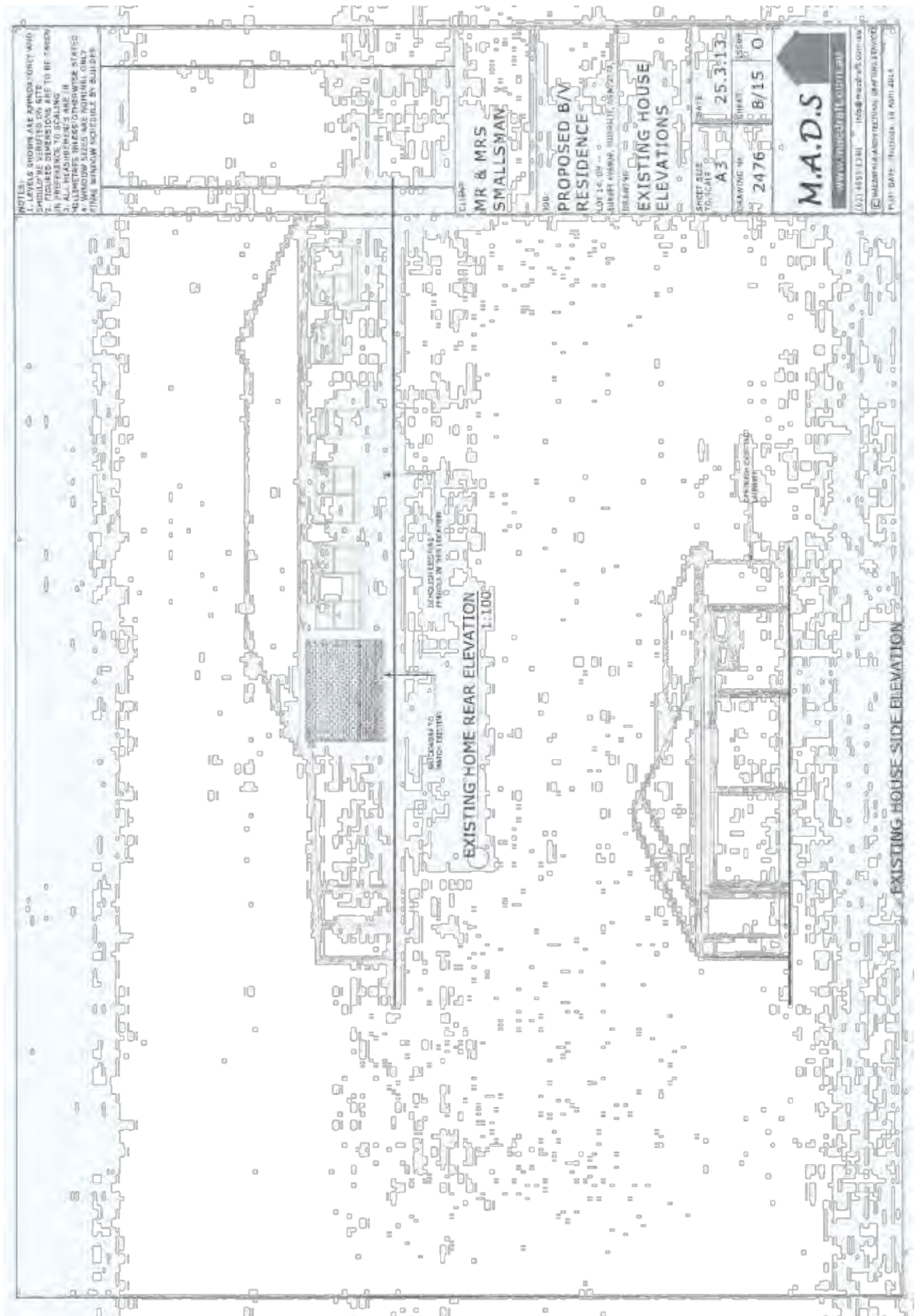


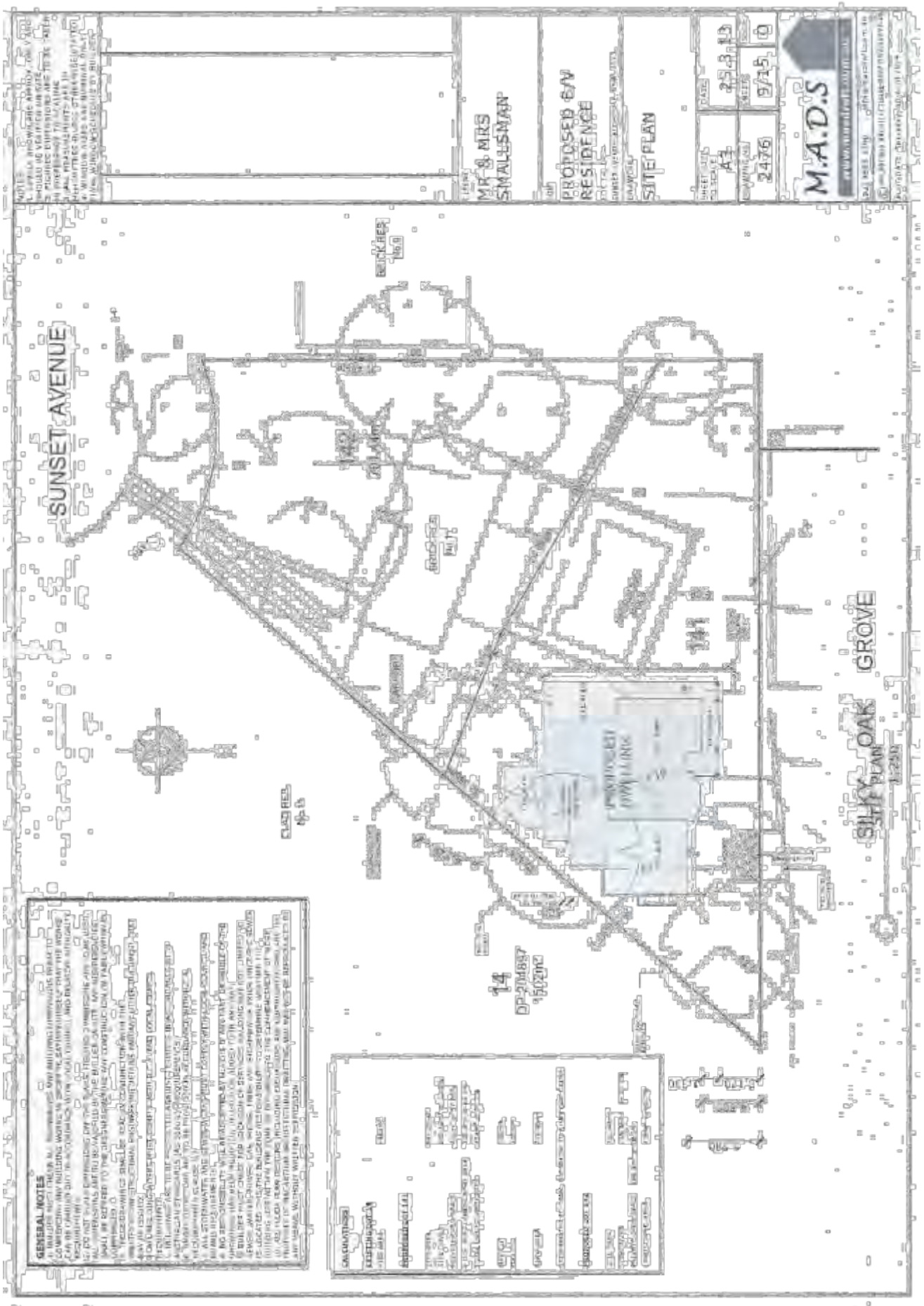
ORD01

Attachment 1

ORD01

Attachment 1

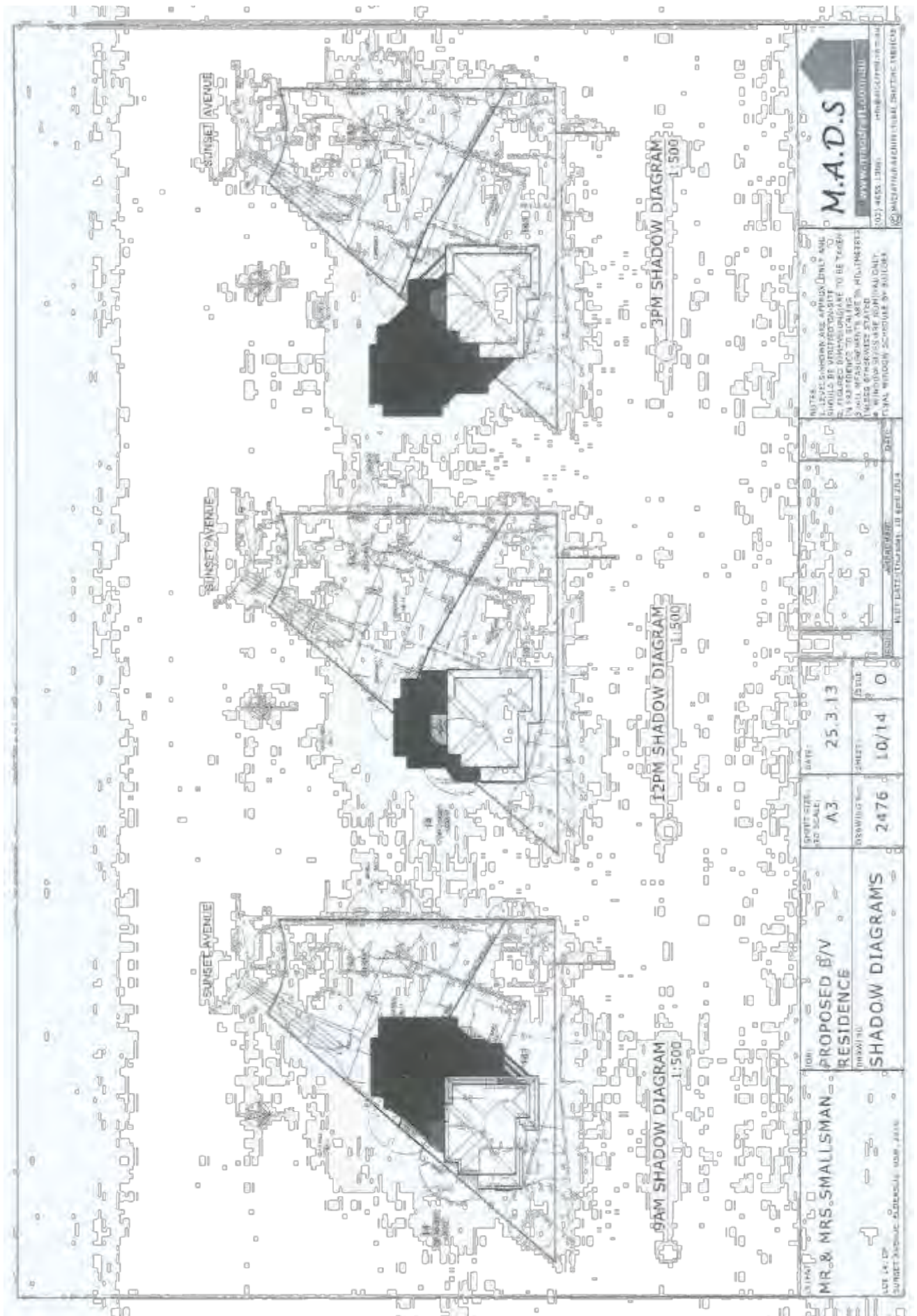


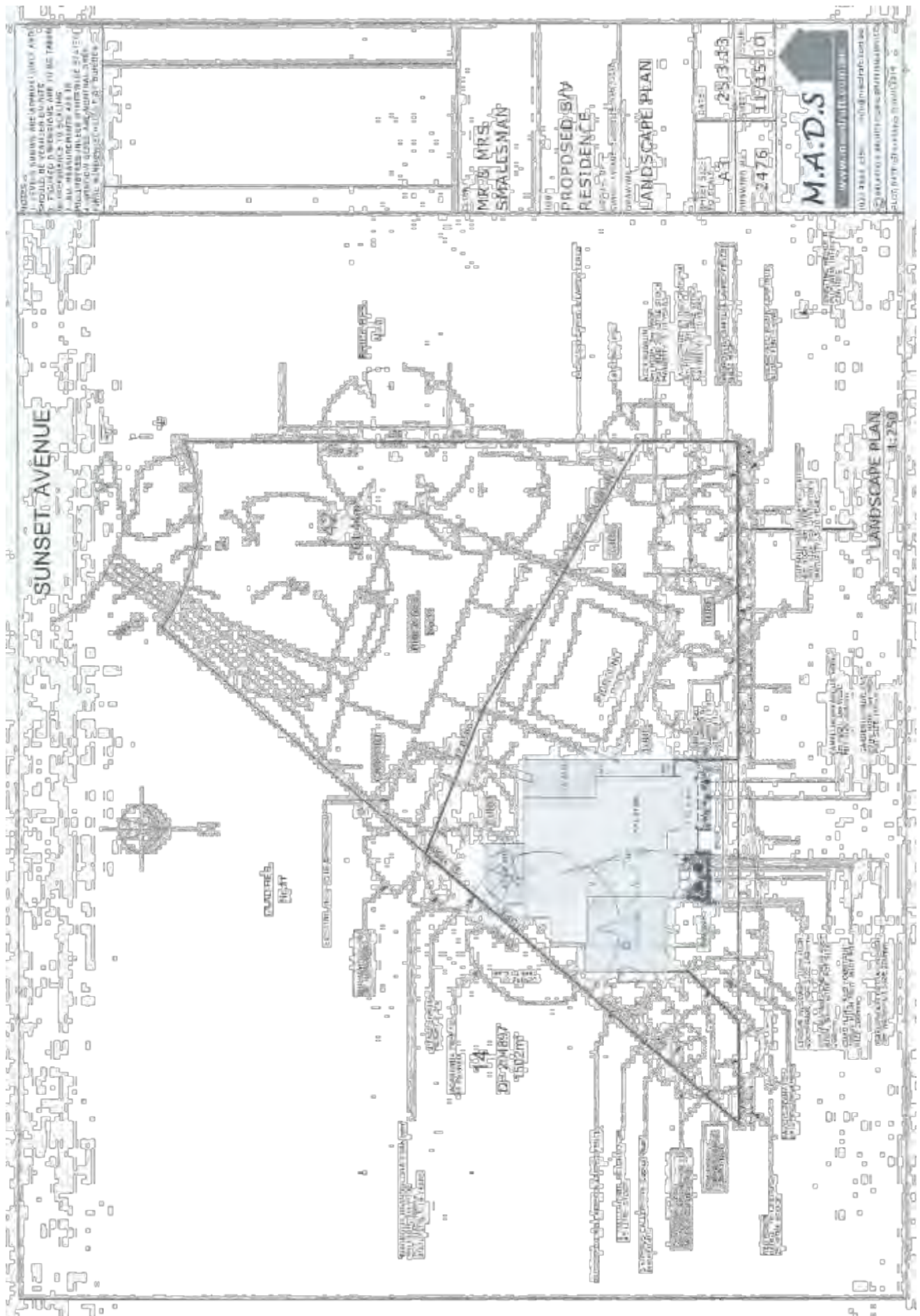


Attachment 1 ORD01

ORD01

Attachment 1



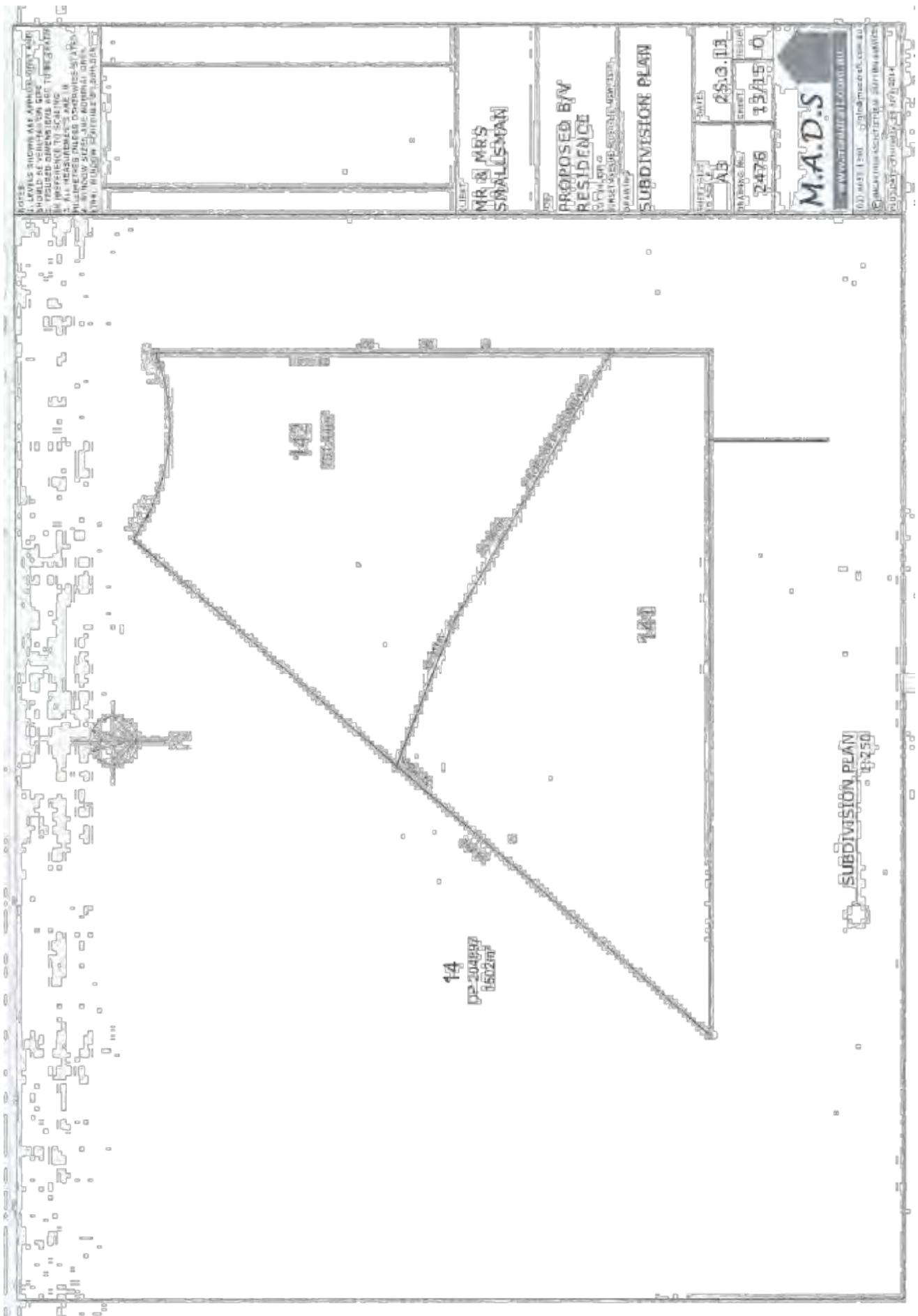


ORD01

Attachment 1

ORD01

Attachment 1





Camden Council
Submission to

***South West Rail Link Extension -
Public Transport Corridor Protection***

June 2014

ORD02

Attachment 1

Section 1.0 Executive Summary

The NSW Government's South West Rail Link Extension (SWRL Extension) project has the potential to, in part, transform the Camden local government area, bringing with it a range of facilities, services, employment and other exciting opportunities for the community. Consequently, the first stage of this project, as reflected in Transport for NSW's '*South West Rail Link Extension – Public Transport Corridor Protection*' report, is critical in establishing a framework to facilitate an integrated approach to transport and land use planning, particularly in the South West Growth Centre.

The issue of delivering effective and efficient integrated planning and transport infrastructure in South West Sydney remains a considerable challenge for all tiers of government. In the following submission, Camden Council has identified a number of key issues regarding protection of a corridor for the SWRL Extension, highlighting points of concern, implications and recommendations for project outcomes.

Following is an overview of the key issues identified in Council's submission on the project, including implications, opportunities and recommendations.

Transport for the South West

As previously noted, transport for the South West continues to be a considerable challenge in supporting a future population in-excess of 300,000 (made up of the South West Growth Centre and the remainder of the Camden local government area), plus future employment of 200,000 jobs. Council's submission identifies a number of issues that will need to be addressed, relative to the SWRL Extension, including the *South West Growth Centre Road Network Strategy*, *Bus Network Strategy*, as well as pedestrian access i.e. *Camden Pedestrian Access and Mobility Plan 2014 (draft)*. The objective of these future strategies is to establish a strategic level of integrated land use and transport planning for the South West Growth Centre, to guide future detailed planning and design of both the transport network and adjoining land uses.

The announcement by the NSW Government of the protection of a public transport corridor for the extension of the rail link will have a significant impact on the objectives of the road, bus and pedestrian networks. Construction of heavy rail for passenger use will impact on regional and local road based networks, therefore the SWRL Extension needs to advocate for access to quality public transport infrastructure, promoting integrated outcomes for cycle and pedestrian networks, park and ride facilities, underpinned by 'Crime Prevention Through Environmental Design' principles. Therefore, Council's submission recommends the NSW Government undertake a collaborative and coordinated approach to reviewing the aforementioned strategies.

Connecting Centres

An important measure for the success of any extension to the SWRL, will be reflected in how it connects Centres within (and outside of) the Camden local government area. Relative examples include Oran Park Town Centre, Narellan Town Centre, as well as potential

connections to Campbelltown/Macarthur.

Given the pivotal roles of the Oran Park and Narellan Town Centres in the South West Growth Centre into the future, access to these centres will have a significant influence as to the level of their success from an urban planning perspective. Therefore, it will be important for the future rail stations to be integrated within the town centre areas. The planning for the future Civic precinct at Oran Park, which will include Council's new administration centre, should particularly be noted as an important integrated transport link.

Other strategic connections between centres include exploring options for east/west links between the centres of Camden/Narellan and Campbelltown/Macarthur.

Council's submission recommends locating the corridor (and the corresponding station locations) within the centres of future and existing suburbs, integrating communities within walking distance of a transit node that provides a range of residential, commercial, open space and public transport opportunities. Investigation is also recommended into options available to connect the rail line between Narellan and the Main South Rail Line (Campbelltown/Macarthur) e.g. rail infrastructure at Glenlee may provide an opportunity for a future connection (particularly in light of any potential for rail freight, and/or connection ultimately to an outer Sydney multi-modal corridor).

South West Growth Centre and Precinct Planning

While the SWRL Extension project provides a significant opportunity for a targeted approach to integrated land use planning and transit orientated development, the project may potentially result in planning outcomes inconsistent with this approach. For example, the existing 'Growth Centres Model' of achieving 15 dwellings per hectare may be considerably altered throughout parts of the Camden local government area, particularly in proximity to future rail station locations e.g. Rossmore, Bringelly, Oran Park etc. Given development yields around the Leppington rail station are projected at 25-30 dwellings per hectare, the onset of 4-5 new stations resulting from the SWRL Extension may potentially alter development densities. Council is unlikely to support increases in densities until the railway line is operational, given this may not happen for sometime. This would avoid a situation where development is built in the short to medium term at higher densities without having the support of an operating rail line. The potential implications of this issue should warrant a review of the South West Growth Centre Structure Plan.

A key element in reviewing the South West Growth Centre Structure Plan is the need to re-visit the hierarchy of Centres identified. For example, the provision of heavy rail for passenger access to the Camden local government area may advocate its emergence as a higher order centre; conversely, there may be cause to reflect on the status of the Leppington Major Centre, given it is no longer situated as a pivotal origin/destination station at the end of the rail line. These examples, combined with the other centres that may soon benefit from direct rail access, should warrant a review of the Centres hierarchy, and how they relate to each other.

The issue of timing in delivery of the SWRL Extension is critical as to its potential impact on development, particularly for pre-empting rezonings in the South West Growth Centre. For example, permitting higher density development in key centres before the rail line is constructed may be problematic and is unlikely to be supported by Council. As part of a concept plan for delivery of the SWRL Extension, a strategy is required to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes, whether temporary or permanent.

A significant issue for potentially affected landowners in reserving a corridor is the need for a timely land acquisition strategy, with a view to circumventing any adverse planning outcomes. Similarly, investigating a staged approach to constructing the rail line concurrent with precinct release may promote efficient sustainable development supported by infrastructure. In advocating a strategic response to this and Growth Centre/Precinct Planning issues, Council's submission recommends a collaborative approach between the relevant NSW Government agencies (including Council) in developing a comprehensive response to the identified implications.

Sydney's Major Transport Corridors

The 'Outer Sydney Orbital/M9' identified in the *NSW Long Term Transport Master Plan*, has potentially significant implications for the Camden local government area. Given the possibility that the Outer Sydney Orbital may be a multi-modal corridor (i.e. inclusive of road and rail), consideration must be made as to how this relates to the Sydney metropolitan rail network. Particularly, the extension of the SWRL will make it one of the closest connection points.

Given the extent of the proposed corridor for the SWRL Extension, and uncertainty surrounding timing of its delivery, options may exist toward its interim use for complementary purposes. Such an innovative approach may facilitate delivery of multi-use infrastructure, from which a future benefit may be derived.

Council's submission recommends that Transport for NSW consider how the rail extension would relate to a multi-modal corridor for the 'Outer Sydney Orbital/M9', and investigate options for interim use of the SWRL Extension corridor. It also requests that Council be consulted in preparing a strategic response to the land use and transport planning related issues identified.

SWRL Extension Corridor – Potential Constraints

As part of assessing the proposed corridor and core stations identified by Transport for NSW for the SWRL Extension, a number of potentially significant constraints were identified; including, but not limited to a major (regional) sporting precinct at Narellan, the issue around implications for sterilisation of land resulting from corridor reservation, as well as any heritage listed items (as noted in *Camden Local Environmental Plan 2010*, and *Camden Development Control Plan 2011*).

Council's submission recommends that Transport for NSW work with Council in determining the future location of stations at Oran Park and Narellan, as well as other future Centres such as Rossmore and Bringelly, in resolving the potential constraints. Given the quantum of planning already undertaken by Council to date, and the extent of existing centres, a collaborative approach is highly desirable.

Community Engagement

Given the significance and implications of the project, ongoing consultation with key stakeholders such as Council is important. While Council acknowledges review of the South-West Sub-Regional Strategy is well beyond the scope of this project (and Transport for NSW), the NSW Government have acknowledged a need for an integrated planning approach in NSW. Council's submission suggests a joint approach for the Department of Planning and Environment, Transport for NSW and Council in preparing the Sub-Regional Strategy and the rail extension project.

Section 2.0 Preliminary Analysis

1. Introduction

In response to the issues identified in Transport for NSW's 'South West Rail Link Extension – Public Transport Corridor Protection' report, the following *Section 2.0 Preliminary Analysis* of this submission highlights Council's concerns/implications, recommendations, and where Council has any objections to the proposal. Each of the issues identified reflect a preliminary analysis conducted by Council within the first stage of stakeholder consultation, and would be subject to expansion and/or further refinement in a subsequent submission responding to a preferred alignment.

2. Integrated Planning to Support Sydney's Growth

Council acknowledges the NSW Government's priorities reflected in *NSW 2021*, as supported by the *NSW Long Term Transport Master Plan* and *Draft Metropolitan Strategy for Sydney*. The resulting strategic planning framework, in collaboration and consultation with the community, will facilitate the future for the South West Growth Centre and the Camden local government area.

The Camden community's vision for the future is reflected in *Camden 2040*, which identifies the principal activities in creating a sustainable Camden local government area. In particular, the vision for effective and sustainable transport is:

"...to reflect on the possibility to move around the Camden area, and beyond, conveniently, safely and using a variety of transport options. This means that people are connected with their local community and places, and the local economy is effectively supported".

The SWRL Extension project is a significant catalyst toward realising the Camden community's vision, particularly as it relates to providing effective and sustainable transport. In this regard, the protection of a future public transport corridor provides an excellent opportunity to achieve the objectives of *NSW 2021* and *Camden 2040*.

3. Transport for the South-West

Key Issues for Council

- South West Growth Centre Road Network Strategy (Draft);
- Bus Network Strategy;
- Camden Pedestrian Access and Mobility Plan 2014 (Draft);
- Quality integrated infrastructure, supported by 'Crime Prevention Through Environmental Design' (CPTED) principles.

Implications & Opportunities

- The objective of the road network strategy is to establish a strategic level of integrated land use and road planning for the South West Growth Centre, to guide future detailed planning and design of both the road network and adjoining land uses. Announcement of the protection of a public transport corridor for the extension of the South West Rail Link will have a significant impact on the objectives of the road network strategy. Construction of heavy rail for passenger use will impact on regional and local road based networks, access to public transport, walking and cycling. These implications highlight a need to determine a robust transport framework for the South West Growth Centre that integrates road and rail.
- Released in December 2013, the NSW Government's strategy '*Sydney's Bus Future*' provides a comprehensive plan for Sydney's future bus network, including the South West Growth Centre. However, the SWRL Extension has potential implications for the way in which this bus network strategy was developed, suggesting a need for its review. For example, investigation would be required into Camden local government area suburban routes and how they connect to the rail link, particularly relative to pre-determined bus corridors e.g. transit boulevard, Rickard Road.
- The road network throughout the Camden local government area presents a number of challenges in providing safe pedestrian movements; it also however provides opportunities to promote walking, connections to bus stops and other major attractors (retail, community facilities), including the prospect of rail. Many of the associated issues are reflected in Council's '*Camden Pedestrian Access and Mobility Plan 2014 (Draft)*'.
- As construction of the rail line will impact on various road based networks, the SWRL Extension needs to advocate for access to quality public transport infrastructure, promoting integrated outcomes for cycle and pedestrian networks, park and ride facilities, all enshrined in CPTED principles.

Recommendations

Council recommends the following activities be undertaken:

- Transport for NSW conduct a review of the South West Growth Centre Road Network Strategy, concurrently with the SWRL Extension corridor protection project. A joint approach to these projects will ensure integrated land use and transport planning outcomes within the Camden local government area.
- Transport for NSW conducts a review of '*Sydney's Bus Future*', concurrently with the SWRL Extension corridor protection project (and the '*South West Growth Centre Road Network Strategy*'). As previously noted, concurrent strategy reviews will promote integrated land use and transport planning outcomes within the Camden local government area.

- As part of facilitating improvements in the level of pedestrian access and safety throughout the Camden local government area, there exists an opportunity for Council and Transport for NSW to work collaboratively on this issue, as it relates to the future SWRL Extension.
- As part of developing concept plans for station precincts and associated infrastructure i.e. pedestrian and cycle networks, Transport for NSW actively promote CPTED principles in planning and design for SWRL Extension infrastructure in supporting a positive urban landscape.

4. Connecting Centres

Key Issues for Council

- Direct link to Oran Park Town Centre;
- Connection to Narellan Town Centre;
- Integration with future Centres e.g. Rossmore, Bringelly etc.;
- Potential connection to Main South Rail Line i.e. Campbelltown/Macarthur;

Implications & Opportunities

- In a precinct projected to accommodate over 7,000 dwellings, Oran Park Town Centre will be comprised of major facilities including schools, leisure centre, large retail centre, health facilities and open space areas. An integral part of this planning will be the future Civic precinct, which will include Council's new administration centre.

Given the pivotal role Oran Park Town Centre in the South West Growth Centre into the future, access to the centre, particularly by public transport, will have a significant influence as to its level of success from an urban planning perspective. In this regard, a lack of integration between the Town Centre and a future station for the SWRL Extension may have adverse implications.

- Further to the issues identified for the Oran Park Town Centre, Narellan Town Centre is similar in that any disconnection between the Centre and a future station may result in poor urban and transport planning outcomes. While it is noted that Narellan may also assume origin/destination status, resulting in supporting infrastructure such as 'park-and-ride' facilities, the location of the rail station relative to the Town Centre will have a considerable impact on realising opportunities for transit orientated development.
- Investigation is required into locating the corridor (and the corresponding station locations) through the centre of future suburbs e.g. Rossmore, Bringelly etc., integrating communities within walking distance of a transit node that provides a range of residential, commercial, open space and public transport opportunities.

- As Transport for NSW would be aware, the issue of functional east/west connections between the centres of Camden/Narellan and Campbelltown/Macarthur, continue as an infrastructure issue of extensive discussion. Notwithstanding the NSW Government's commitment to the upgrading of Narellan Road, investigation into the broader regional transport network (e.g. Spring Farm Link Road) remains a challenge for all tiers of Government. The opportunity of connecting the SWRL Extension to the Main South Rail Line is an option worth exploring further within this context.

Recommendations

Council recommends the following activities be undertaken:

- There currently exists a potential opportunity for achieving a functional Oran Park Town Centre, integrating communities within walking distance of a transit node that provides a range of residential, commercial, open space and public opportunities. To realise this opportunity, Council recommends locating the future Oran Park rail station in a central location within the Town Centre.
- The SWRL Extension, and particularly a future station at Narellan, has the potential to support well designed development in promoting the quality of existing centres. To achieve this potential, location of the future station is crucial. It is recommended that further consultation by Transport for NSW with Council and key stakeholders occurs, to identify potential rail link opportunities for Narellan Town Centre.
- Locating the corridor (and the corresponding station locations) through the centre of future suburbs e.g. Rossmore, Bringelly etc., integrating communities within walking distance of a transit node that provides a range of residential, commercial, open space and public transport opportunities.
- As part of the SWRL Extension corridor protection project, further investigation into options available to connect the rail line between Narellan and the Main South Rail Line could be explored. For example, existing rail infrastructure at Glenlee may provide an opportunity for a future connection (particularly in light of any potential for rail freight, and/or connection ultimately to an outer Sydney multi-modal corridor).

5. South West Growth Centre and Precinct Planning

Key Issues for Council

- Need to re-visit the South West Growth Centre Structure Plan, with a revised focus on integrated land use planning and transit orientated development;
- Important to re-visit the hierarchy of Centres identified in the South West Growth Centre Structure Plan;
- If population is a key driver for the SWRL Extension south to Narellan, it is crucial there is greater certainty of population projection and location;
- Potentially problematic issue of proposed higher density development in key centres, before the rail line is constructed, resulting in disorderly rate of development and potentially adverse urban planning outcomes (whether temporary or permanent).
- Advanced strategy for sale or re-development of residual land within corridor.

- Investigation into a staged release of precincts, concurrently with staged construction of the SWRL Extension i.e. one station and rail for every one precinct released.

Implications & Opportunities

- The SWRL Extension project provides a significant opportunity for a targeted approach to integrated land use planning and transit orientated development. However, based on the existing South West Growth Centre Structure Plan, the project may potentially result in planning outcomes inconsistent with this approach.

For example, the existing 'Growth Centres Model' of achieving 15 dwellings per hectare may be considerably altered throughout parts of the Camden local government area, particularly in proximity to future rail station locations e.g. Rossmore, Bringelly, Oran Park etc. Given development yields around the Leppington rail station are projected at 25-30 dwellings per hectare, the onset of 4-5 new stations resulting from the SWRL Extension may potentially alter development densities.

An additional element to this issue is the period of transition in time between when the corridor is identified, and when the SWRL Extension is constructed. It may be reasonable to expect that development will proceed in anticipation of future rail station locations, without the rail line actually being in place. This is further complicated by applying existing planning controls that may be inconsistent with future land use. The potential implications of this issue should warrant a review of the South West Growth Centre Structure Plan.

- Further to the issue of reviewing the South West Growth Centre Structure Plan, a key element of this issue is the need to re-visit the hierarchy of Centres identified. For example, the provision of heavy rail for passenger access to the Camden local government area may advocate its emergence as a higher order Centre; conversely, there may be cause to reflect on the status of the Leppington Major Centre, given it is no longer situated as a pivotal origin/destination station at the end of the rail line. These examples, combined with the other centres that may soon benefit from direct rail access, should warrant a review of the Centres hierarchy, and how they relate to each other.
- As previously noted, the need for a review of the South West Growth Centre Structure Plan will influence future population projections and locations, particularly as it will be subject to some variation by the provision of heavy rail for passenger use. For example, the recent work conducted by the Department of Planning & Environment on housing diversity (Planning Report – Supporting Housing Choice and Affordability in Growth Areas) seeks to establish consistent planning controls that reflect market demand and contribute to affordable housing. Through the drafting of a dwelling density guide, the NSW Government has sought to promote an innovative housing type mix to achieve prescribed residential densities. It is important that these objectives consistently reflect the desired planning outcomes for the South West Growth Centre, inclusive of an extension of (passenger) heavy rail into the area.
- The issue of timing in delivery of the SWRL Extension is critical as to its potential

impact on development, particularly for pre-empting rezonings in the South West Growth Centre. For example, permitting higher density development in key centres before the rail line is constructed may be problematic i.e. from low density to high density, in the absence of the necessary supporting transport infrastructure and is unlikely to be supported by Council.

As part of a concept plan for delivery of the SWRL Extension, a strategy is required to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes resulting from this phenomenon, whether temporary or permanent e.g. residential areas adjacent to rail stations with an option to up-lift zoning once the station is constructed.

- As noted later in Council's submission, the issue of reserving a future rail corridor triggers the need for a timely land acquisition strategy, with a view to circumventing any adverse planning outcome on any impacted landowner. If a strategy is not put in place, it may unnecessarily limit potential sales or redevelopment of residual land within the corridor.
- Further to the issue of timely land acquisition, Council recommends investigation of the options to construct the extension of the SWRL in stages, with a view to timely roll-out of the rail line. For example, an option of releasing a new precinct in the South West Growth Centre to correspond with staged construction of the rail line, may promote an orderly release of land for development supported by infrastructure. An approach of one rail station constructed for every one precinct released may warrant further investigation.

Recommendations

Council recommends the following activities be undertaken:

- In proceeding with the SWRL Extension corridor protection project, Transport for NSW work collaboratively with the NSW Department of Planning and Environment, in facilitating a review of the South West Growth Centre Structure Plan, to ensure an integrated outcome of urban and transport planning objectives.
- As part of the collaborative review of the South West Growth Centre Structure Plan, that Transport for NSW and the NSW Department of Planning and Environment revisit the hierarchy of Centres identified, to reflect any influence by the SWRL Extension.
- As part of the further investigation into an extension of the South West Rail Link, that Transport for NSW work collaboratively with the NSW Department of Planning and Environment, in determining the impact of dwelling densities reflect any influence by the SWRL Extension, and in particular, future station locations.
- Need for a strategy to address potentially problematic issues such as proposed higher density development in key centres, before the rail line is constructed. Council is unlikely to support increased densities until they are supported by an operational railway line. Therefore, a strategy is needed to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes, whether temporary or permanent.

- A concurrent approach in the development of a strategy to realise any potential derived from the subsequent sale or re-development of residual land.
- As part of the further investigation into an extension of the South West Rail Link, that Transport for NSW work collaboratively with the NSW Department of Planning and Environment, in determining options for a staged approach to rail line construction concurrent with precinct release in the South West Growth Centre.

6. Sydney's Major Transport Corridors

Key Issues for Council

- Outer Sydney Orbital/M9;
- Interim use of reserved SWRL Extension corridor.

Implications & Opportunities

- As one of the 19 major transport corridors across Sydney identified in the 'NSW Long Term Transport Master Plan', the 'Outer Sydney Orbital/M9' has potentially significant implications for the Camden local government area. While these implications are not the subject of the SWRL Extension corridor protection process, the way in which extension of the SWRL relates to the Outer Sydney Orbital is of importance. Given the potential that the Outer Sydney Orbital may be a multi-modal corridor (i.e. inclusive of road and rail), consideration must be made as to how this may relate to the Sydney metropolitan rail network; making the extension of the SWRL one of the closest connection points.
- As a future major corridor for Sydney, the SWRL Extension corridor will present as an excellent opportunity to facilitate effective and efficient transport movement throughout Western Sydney. However, this opportunity need not be limited only to the rail line construction in its final state. There is merit in investigating whether the corridor may be used as an interim measure (i.e. on a temporary basis) by other transport modes. In advance of construction of the entire rail line, such an approach may promote sustainable transport in the South West Growth Centre and the Camden local government area.

Recommendations

Council recommends the following activities be undertaken:

- That Transport for NSW consider as part of the SWRL Extension public transport corridor protection project, how it will relate to a multi-modal corridor for the 'Outer Sydney Orbital/M9'; and in doing so, consult with Council in preparing a strategic response to the land use and transport planning related issues identified.
- That Transport for NSW investigates any options toward interim use of the SWRL Extension corridor for complementary transport purposes i.e. to facilitate delivery of multi-use infrastructure, from which a future benefit may be derived.

7. SWRL Extension Corridor – Potential Constraints

Key Issues for Council

- Narellan Sporting Precinct: masterplanned development of sporting precinct on western side of The Northern Road, Narellan.
- Location of future rail stations at Rossmore, Bringelly etc.
- Sterilisation of land once the SWRL Extension corridor is identified. Need to determine a clear timetable for acquisition, beyond the statutory planning protections.
- Heritage items within a proposed SWRL Extension corridor.

Implications & Opportunities

- Council is currently in the advanced stages of developing a masterplan for a major (regional) sporting precinct at Narellan, located on the western side of The Northern Road, between Porrende Street (to the south) and Narellan Creek (to the north). This masterplanned facility will host a range of different sports, such as netball and athletics, combined with existing use (hockey and rugby league), to serve as a regional precinct beyond the Camden local government area. Given the extensive constraints on the eastern side of The Northern Road (due to residential development), Council is concerned the western side would be considered for the corridor (subject to proposed future location of stations at Oran Park and Narellan). Such an option may sterilise the subject site, mitigating its capacity to function as a major sporting precinct.
- In advance of detailed planning for future precincts such as Rossmore, Bringelly, Lowes Creek etc., Council requests the opportunity to provide comment on the location of rail stations in the corresponding centres, with a view to preliminary identification of any conceivable constraints.
- In proceeding with the identification of a preferred alignment of the SWRL Extension, pursuant to reservation of a corridor via statutory planning controls, the need for a clear and timely program for land acquisition is important. Implications for the sterilisation of land resulting from corridor reservation may be significant for certain landowners. Coupled with other associated issues, such as a potential change in how the subject land is valued (thus having an impact on the value of Council Rates), may create a potentially adverse circumstance for certain landowners.
- Through identifying options for a preferred alignment of a SWRL Extension corridor, any heritage listed items (as noted in 'Camden Local Environmental Plan 2010', and 'Camden Development Control Plan 2011') should be taken into account. For example, the State Heritage item 'Orielson' is located in proximity to The Northern Road, and would be subject of consideration in preparing any 'Review of Environmental Factors', addressing issues such as curtilage. In addition to existing heritage items, is the potential for discovery of any additional items (Indigenous or European heritage).

Recommendations

Council recommends the following activities be undertaken:

- Council notes that the future location of stations at Oran Park and Narellan may well

influence the alignment of the SWRL Extension corridor, as it relates to the Narellan Sporting Precinct. That being, based on future station connections the rail line may not traverse to the western side of The Northern Road. In the event it does so, Council would advocate alternative alignment and/or engineering options for the rail project, in light of the extensive planning to date for the Narellan Sporting Precinct. Council would advocate further dialogue with Transport for NSW in seeking a viable solution regarding this issue.

- Liaise with Council in identification of future rail station locations for Rossmore, Bringelly etc. with a view to identifying any potential constraints.
- On reserving the SWRL Extension corridor via statutory planning controls, the NSW Government should proceed to implement a timely land acquisition strategy, with a view to circumventing any adverse planning outcome on any impacted landowner.
- In preparing preferred option alignments, and any 'Review of Environmental Factors', that Council is consulted on heritage-related matters in contributing toward the project.

8. Community Engagement

Key Issues for Council

- Opportunity for community to understand potential implications to make informed comment;
- Opportunity for concurrent consultation with community on a review of the South-West Sub-Regional Strategy.

Implications & Opportunities

- Council acknowledges the current round of consultation for the SWRL Extension corridor protection project reflects stage one of a two stage process; the second stage occurring later in 2014. Given the significance and implications of the project, advanced consultation with key stakeholders such as Council, would have been preferable. Such a lead time would have enabled the elected Council more time in which to prepare for meaningful engagement with constituents, thus capitalising on the most effective means of informed comment on the strategic alignment of a future rail corridor.
- While Council acknowledges review of the South-West Sub-Regional Strategy is well beyond the remit of the SWRL Extension project (and Transport for NSW), the NSW Government have acknowledged a need for an integrated planning approach in NSW.

Recommendations

Council recommends the following activities be undertaken:

- In advance of the second stage of consultation, that Transport for NSW conduct an interim round of consultation with affected stakeholders, to enable a comprehensive response in advance of the release of various rail corridor alignment options.

- Transport for NSW work in conjunction with the Department of Planning & Environment and Council on a review of the South-West Sub-Regional Strategy, concurrently with the SWRL Extension corridor protection project. A joint approach to these projects will ensure integrated land use and transport planning outcomes within the Camden local government area.

ORD03

Attachment 1



RETURNED AND SERVICES LEAGUE OF AUSTRALIA
NEW SOUTH WALES BRANCH INCORPORATED
CAMDEN BRANCH
 P.O. BOX 149, CAMDEN NSW 2570

4/6/2014

Ms Noleen Jessup
 Acting Director Governance
 Camden Council
 P.O.Box 183
 CAMDEN NSW 2570

Dear Noleen,

Re : ANZAC DAY CENTENARY CELEBRATIONS

Thank you for your correspondence dated 17 April, 2014 re: the above.

Firstly, let me say on behalf of the Returned & Services League of Australia (Camden Sub Branch), we thank Camden Council for their very kind gesture in making a grant available for the ANZAC Centenary Commemoration in 2015.

I wish to confirm the following that will be undertaken using the grant monies:

- Banners along Arygle Street, Camden from March 1 to June 30, 2015. This includes the cost of production, booking, installation and removal.
- Hire of the Camden Civic Centre for concerts for the following dates:
 - 14 & 15 March, 2015 - Art Gallery - ANZAC Memorabilia Weekend
 - 19 April, 2015 - Auditorium - RSL Concert
 - 23 May, 2015 - Auditorium - St Marys Big Band
 - 20 June, 2015 - Auditorium - RSL Concert
- Catering costs associated with the above events
- \$3,000 prize for special ANZAC category in the 2015 Camden Art Prize
- In kind support via promotion and advertising of activities

"Freedom of Entry March" by the Camden Army Cadets - Needs to be discussed with Camden Council Traffic Management Team - A date and time to be advised on the availability of Council staff.

I look forward to the forthcoming commemoration services and in particular a joint working relationship with Camden Council.

Kind regards


 Iain Richard-Evan
 President

CAMDEN R.S.L. COMMUNITY MEMORIAL WALKWAY

| 2014 Community Sponsorship Program Summary of Allocations/Recommendations - Council Approvals | | | | | | | | | |
|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|----------------------|----------------------------------------------------------------|------------------------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--|
| Event | In-kind Requested | Monetary Requested | Multi Year Requested | Approved by SAC | Total Recommended - Monetary | Total Recommended In-Kind | Previous Allocations Received (2013) Monetary & In-Kind | Ranking - Low, Medium, High | |
| Light Up Camden Festival | Hire fee Onslow Oval for fireworks, DA fee & advertising, extra bins and rubbish collection. Note, consistent with last years request. | \$10,000 | ✓ | \$10,000 + \$4,722 In-kind. No multi approved | \$10,000.00 | \$4,722.00 | \$10,000 + in-kind support for advertising, bins, rubbish removal, road closure and public road events fee - Report to Council 25/6/13 ORD 150/13 | High | |
| Christmas in Narellan | Council staff resources - Events Officer/PR Officer | \$10,000 | ✓ | \$2,500 No In-kind - No multi approved | \$2,500.00 | Not approved | In-kind support in form of advertising in Council's regular publications & \$547.00 for DA fee - Report to Council 9/7/13 ORD 174/13 | High | |
| 20th Anniversary Marist Netball Carnival | Payment for hiring of 18 x (3m x 3m) marquees for each team | \$5,000 | | \$1,000 | \$1,000.00 | Not applicable | No funding received in 2013 | High | |
| Camden Rotary Relay for Life | Hire fee Onslow Oval, power for lighting, extra waste bins & collection, servicing of toilets | \$3,000 | ✓ | \$1,000 + \$2,365 In-kind. No multi approved. | \$3,000.00 | \$2,365.00 | \$784.50 - In-kind hire of Onslow Oval, lighting and electricity use, bin hire, rubbish collection. \$500 cash donation. Report to Council 11/6/13 ORD 136/13 | High | |
| NSW U/18 Girls State Hockey Championship | | \$3,500 | | \$1,000 | \$1,000.00 | Not applicable | No funding received in 2013 | High | |
| Harrington Park Community Carols and Fireworks | Provision of 12 bins with 4 recycling station caps | \$1,000 | ✓ | In-kind only \$139 - No multi approved. Bronze Sponsor \$1,000 | \$1,000.00 | \$139.00 | \$466 - DA Fee Waiver Report to Council 10/12/13 ORD 338/13 | High | |
| 2014 Institute Achievement Awards | | Various Options - \$4,000 \$2,000 \$1,000 | | | \$1,000.00 | Not applicable | No funding received in 2013 | High | |
| Camden Car Show - Chevy Club | Hire fee Onslow Oval, bin hire & electricity charges | | ✓ | In-kind \$1,114 - No multi approved | Not applicable | \$1,114.00 | \$800 received from Tourism Budget | High | |
| BWX Treme & BWX State Titles | | Various Options - \$1,000 \$200 or In-kind donation | | \$1,000 + In-kind \$363 (bin hire) | \$1,000.00 | \$613.00 | No funding received in 2013 | High | |
| Carols by Candlelight - Macarthur Park | Bin hire & Macarthur Park hire fee | | | In-kind \$183 | Not applicable | \$183.00 | \$183 - Hire Macarthur Park and bin hire fees. Report to Council 27/8/13 ORD 219/13 | High | |

ORD04

Attachment 1

| Event | In-kind Requested | Monetary Requested | Multi Year Requested | Approved by SAC | Total Recommended - Monetary | Total Recommended In-Kind | Previous Allocations Received (2013) Monetary & In-Kind | Ranking - Low, Medium, High |
|--------------------------------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------------|----------------------|-----------------|------------------------------|---------------------------|---------------------------------------------------------|-----------------------------|
| 2014 Campbelltown Golf Classic | | Various Options - \$5,000 \$2,500 \$1,500 \$1,000 | | Not approved. | Not approved | Not applicable | \$10,000 subsidy under the Annual Subsidy Program. | Low |
| Camden RSL Netball Club | | Various Options - \$1,500 \$800 \$200 | | Not approved. | Not approved | Not applicable | No funding received in 2013 | Low |
| Total Proposed Budget | (As per draft 2014/2015 Budget) | \$56,000 | | | \$20,500.00 | \$9,136.00 | | |
| Total Cash Requested | (Maximum cash sponsorship) | \$52,000 | | | | | | |
| Cash Contribution | (Recommended by SAC) | \$20,500 | | | | | | |
| In-Kind Contribution (use of facilities, bins etc) | (Recommended by SAC) | \$9,136 | | | | | | |
| Total Recommended Sponsorship Funds Remaining after SAC Recommendations | (To cover sponsorship requests for period Jan to June 2015) | \$29,836 | | | | | | |
| | | \$26,364 | | | | | | |



June 10 2014

Mr Ron Moore
 General Manager
 Camden Council
 P O Box 183
 CAMDEN NSW 2570

Dear Mr Moore

I would like to offer my support to the current amended Delivery Program 2013/14 – 2016/17 which includes 2014/15 Operational Plan now on exhibition.

I understand this delivery program includes major projects for our community, such as a sports hub at Narellan and a PCYC at the Kirkham sports complex and as the Local State Member I am happy to assist Council in seeking further assistance to deliver these and other projects in the Local Government Area (LGA)

As the Camden LGA grows the demand on services and infrastructure increases and only with a responsible delivery program can the Council respond to the needs of the community.

I note the projects that have been prioritised shows a Council with vision and good management.

I have received many positive comments from members of our community who have welcomed the delivery program and are looking forward to further facilities being provided as the LGA continues to rapidly grow.

Once again, I wholeheartedly support this delivery program as it will provide to the community with well-planned facilities while continuing to have prudent financial planning.

Yours faithfully

Chris Patterson MP
 Member for Camden

Phone: (02) 4656 3333 Fax: (02) 4656 3325 Mail: PO Box 669, Camden NSW 2570
 Electorate Office: 86 John Street, Camden NSW 2570 Email: camden@parliament.nsw.gov.au

ORD05

Attachment 1

ORD05

Attachment 1



Camden & District Netball Association Inc.

ARN 87 925 973840

PO Box 362 Camden NSW 2570

2 June 2014

General Manager
Camden Council
PO Box 183
CAMDEN NSW 2570

Dear Sir,

Re: Submission to Matters on Exhibition
Draft Delivery Program 2013/14 – 2016/17 including 2014/15 Operational Budget Plan

On behalf of Camden & District Netball Association, I wish to inform Council of our full support of the above Delivery Program and Operational Budget Plan which is now on exhibition, particularly in respect to the future of netball in the Camden area, and the proposal by Council to relocate the netball complex to the proposed Narellan Sporting Precinct, by allocating money in the Budget towards the construction of Stage 1 of the project.

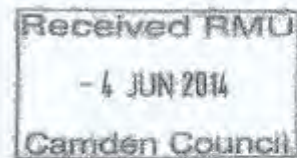
The support of our Association to the development of this city-wide sporting precinct by adding to the existing facilities of Hockey and Rugby League could not come at a better time to cater for the needs of the rapidly growing population throughout the Camden area.

We wish to point out that this proposed sporting precinct will offer support to the Tourism and Economic Development benefits in the Camden Local Government Area, by providing state of the art sporting facilities to host major events.

We look forward to working with Council on this project to obtain the best results for all sporting codes and we know that we have the full support of our governing body Netball NSW in our endeavours.

On behalf of the Executive Committee,


Jenny Bazley
President
Camden & District Netball Association Inc.



www.camden.netball.nsw.au

Page 2



Tuesday 10 June 2014

The General Manager
Camden Council
P.O. Box 183
Camden NSW 2570

mail@camden.nsw.gov.au

Dear Mr Moore,

Many thanks for the opportunity, and via Councillor Sidgreaves – Email of 17.05.2014, to provide feedback / comment on Camden Council's Delivery Program and Budget which was also discussed at the Council meeting of 13.05.2014.

It is indeed pleasing, on the overview of the plan, to see some expenditure being spent within the Camden LGA and we look forward to seeing how the projects invested in continue to contribute to professional business growth across Camden.

Many of the projects we hope will help with appropriate attraction to the area and benefit the residents and businesses enduringly.

In saying this, we have taken the time to review the budget and associated report and have the following for your consideration and response in due course. We want the best outcome for Camden LGA and as a Chamber feel it necessary to raise these items accordingly.

- One of the major budget items is the plan for a multi-storey car park. We understand that this has been a topic of conversation for some time, however after reading through the Economic Strategic Plan, our meetings/discussions and what we perceive as the future vision for Camden we wonder how appropriate a free-standing multi-level car park would be in our heritage town. It is our understanding that free-standing multi-deck establishments are perhaps poor urban design response in and of themselves
 - Is there a proposed site for this development? If so what is the site?
 - Alternatively is there another site available in Camden that could provide a more architecturally sleeved design?
 - We note a budget of \$3.6 million has been allocated and that this will be funded from S.94 revenue.
 - We also understand that funding for such a development was set aside some time ago and now enquire as to what those funds have been used for instead?
 - to our knowledge there has been very little development in Camden or will it be funded from S.94 monies received from high school site?

Phone: 02 4602 6002 | PO Box 179, Camden NSW 2570 | ABN 91 685 209 242
Email: enquiries@camdenchamber.com.au | www.camdenchamber.com.au

ORD05

Attachment 1



- We also would like to enquire as to whether relevant traffic studies were carried out to support this notion for a multi-storey car park?
 - It is understood that previous studies may not support this, however if a further study has been under taken, we would be interested to know of any results accordingly?
 - A further consideration could be that Argyle St be revised and the opportunity for 60 degree parking with single lane traffic either way. This will markedly increase parking over the existing parallel parking and 2 lanes each way for the pedestrian precinct.
 - It appears that a number of car spot users stay a good deal of the day in unpatrolled street timed zones. We understand, however, there is a sufficiency of all day parking at each end of Camden town (softball field/Onslow/Exeter & Mitchell Sts) and the walking distance would be less than 300 mtrs to most areas.
 - Perhaps if parking rangers reinforce the existing time zones (3 hours is considered quite reasonable but has the potential to increase to 4 hours in certain areas) this would in turn provide revenue to help create and maintain Camden Town Centre; this could provide savings of \$3.6 million which may be utilised elsewhere. 'Footfall traffic', vital for the economic viability of Camden Town Centre would then remain heaviest within the main streets of Camden.
- There is much mentioned about the Camden Town Centre Strategy and commencement of Stage 1, however it is not clear what these are or their order of implementation. It would be good to see an outline of planning stages and what is involved with them towards reinvigorating Camden Town Centre.
 - We are very keen to see the Camden Town Centre maintain its heritage attraction as noted also the recent Economic Development Strategy and not fall into forgotten hands or become a transport interchange hub.
 - We understand a consultant has been engaged to look at this process and we would be interested in being consulted, meaningfully at the front end, at some point in this process.
 - We would like to further suggest a collaborative approach to this Town Centre Strategy or Master plan whereby all groups (stakeholders) are involved for input and comment accordingly, where there is a collaborative approach on most aspects of the initiatives for the Camden Town Centre and business rather than an informative process to stakeholder groups.
 - There appears an expenditure amount of \$1.7 mill for 2015/2016 –to 'asset renewal works', however it is not clear as to what this might be for. Are you able to advise accordingly?
 - We note the proposed construction of a PCYC facility in Elderslie whereby funding of \$2 mill will be by Camden Council. We understand that this was to be fully funded by the State Government at the last election. Can you advise that this is till the case and no funding will

Phone: 02 4602 6002 | PO Box 179, Camden, NSW 2570 | ABN 91 685 209 242
 Email: enquiries@camdenchamber.com.au | www.camdenchamber.com.au



be required for any proportion of this development?

- We also note that this is perhaps the third proposed site for this PCYC initiative and ask that due process has been followed for residents of the area in Elderslie prior to the decision.
- That there is only one proposal for PCYC and not as perhaps outlined on page 143 which mentions a PCYC in Gregory Hills and seems to purport there are 2 proposals.
- We did note on page 95 of Draft Delivery program it states that major initiatives to support a prosperous economy **not** able to be funded in this Delivery Program include;
 - Regional Visitor Information Centre located at the Australian Botanical Gardens, Mount Annan- this is disappointing indeed, if this is the case, as the Botanical Gardens is one of our LGA's showcase areas
 - Camden Town Centre Improvements Program. This is a little confusing given the comments above about the Town Centre Strategy and perhaps requires some clarification.
- Additional funding is to be allocated to the support of Economic Development in the Camden LGA, however understand at this stage, it is funding for a Consultant's report only rather than perhaps economic development. Is this in fact the case, or is the expenditure for other initiatives? If so what would these be?
 - We also note on pages 96-97 there was no mention of Chambers in the economic development growth and roles within LGA. In fact on page 98 the report mentions a council representative at meetings only. Can this be confirmed as it appears contradictory to what you have advised us verbally?
 - Further we note an establishment of new Camden Business Alliance Group that will be council directed. Councillor Sidgreaves has been advising us on this initiative and we look forward to hearing how the role of Chamber will be undertaken/included.
 - On pages 101 onwards there appears no mention of chamber in reference to growing economy/growing tourism. Could this be clarified? We would like to have stakeholder involvement in such a process, as this only makes sense.
- We noted with much interest a Bi-annual Sponsorship Program that enables Council to sponsor approved community initiatives. We would like to explore this further with Council as to what community initiatives this covers and related budget.
 - On pages 156 & 171 there is further mention of funding and staging of community events and we would like to know more about this also. We look forward to Council advising us accordingly on each of these.
- We did disappointingly note that there was no mention of any budget consideration for the occupancy, committee or strategy for the John Street premises after Council relocate to Oran Park. You would recall our conversation of January this year whereby Chamber was to contribute to a John Street Committee charged with identifying and securing a

Phone: 02 4602 6002 | PO Box 179, Camden NSW 2570 | ABN 91 685 209 242
 Email: enquiries@camdenchamber.com.au | www.camdenchamber.com.au

ORD05

Attachment 1



sustainable and complimentary solution for the vacancy created by councils departure from this community asset. We duly note the task has not progressed, despite subsequent meetings and similar advice, and express our concern for the increasing urgency for community collaboration on this matter.

We applaud many of the initiatives taken to improve many areas across the Camden LGA however also want to ensure that it is done professionally, according to any due process, that there is no further funding required for such projects and that any initiative will continue to reflect Camden as a professional LGA. It is our belief that such a strategy will require ongoing and in some areas longer consultation periods, increased work-shopping and further community and community representative groups' representation for ultimate success and a beneficial collaborative approach.

We look forward to hearing back from you and continuing to work together towards prosperous and professional business growth across the Camden LGA.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Miriam Roberts". The signature is written over a light grey, textured background that matches the header image.

Miriam Roberts
President

Phone: 02 4602 6002 | PO Box 179, Camden, NSW 2570 | ABN 91 685 209 242
Email: enquiries@camdenchamber.com.au | www.camdenchamber.com.au



Promoting access, participation and equity for women and girls through sport and recreation

Camden Council Amended Delivery Program 2013/14 – 2016/17
Including 2014/15 Operational Plan

Submission by:

Bree Calderwood

PO Box 147, Sydney Markets NSW 2127

E-mail: womensportnsw@gmail.com

Good afternoon.

I am making this submission on behalf of Womensport & Recreation NSW Inc, a state-wide not for profit organisation that promotes equity, access & participation for women & girls through sport & recreation. Through our current long-term strategic planning project one of our deliverables is to work with the NSW Division of Local Government (DLG) to develop procedures for Councils to address the objectives of increased equity, participation & access for women & girls in sport & recreation.

While we note that some aspects of the above mission have been addressed in Council's Draft Delivery Program and Operational Plan (refer Strategic Goals; Parks and Play grounds; 2.4.1, 2.1.3, Recreation Services and Facilities; 5.1.1 ,5.4.1 and Local Service Community and Cultural Development and Planning; 5.1.2, which includes strategic action plans to address key issues and opportunities for target groups).We believe that Council could achieve greater outcomes through further enhancement of the Delivery and Operational Plan as follows:

- ***Delivery Program Principal Activity 2013 – 2017: Ensure that a range of active recreation, leisure and sporting opportunities is available for all ages, genders, ethnicities, ability levels and socio-economic groups.***
- ***Operational Plan Action 2014 – 2015: Partnerships established with service providers, neighbouring councils, Sydney Regional Organisation of Councils, sporting associations and sports clubs to improve participation outcomes to under represented groups.***

Action:

- Annually monitor participation rates for local community sport clubs;
- Provide quality recreation and sport development programs.

Patron Hon Pru Goward, MP | Ambassadors Alex Blackwell, Kerri Pottharst, Naazmi Johnston, Jayme Paris, Eunice Grimes and Jess Gardiner.

(02) 8116 9734 | Fax: (02) 8732 1812 | office@womensportnsw.com.au | Web: www.womensportnsw.com.au
 PO Box 147, Sydney Markets, NSW 2129 | Sports House, 6A Figtree Drive, Sydney Olympic Park, NSW 2127

ORD05

Attachment 1



Promoting access, participation and equity for women and girls through sport and recreation

It is evident that Council has a big focus, as outlined in its plan, on developing a healthy community through the promotion of healthy lifestyles, education and the provision and support of a range of sporting, leisure and recreational facilities and opportunities that improve health as well as contribute to vibrant community life and a connected community.

This is portrayed in Council's annual budget, and is outlined in its current media release which places a "strong emphasis on sporting and recreation facilities, parks and playgrounds, youth facilities and footpaths".

- As a measure of access to recreation facilities for females, it would be great if Council commenced (or continues if so doing) collecting data on sports field & facilities bookings by gender to provide a baseline for determining future progress. Information provided by other councils indicates the level of usage by females is likely to be less than 20% of all Council bookings. Having this type of data would enable Council to engage with Youth Groups & existing sport & recreation clubs to consider ways of increasing this to something nearer to 50% while providing a meaningful performance measure to be used as an indicator across the life of the Plan & beyond;

Action:

- Develop initiatives to increase participation for local community sport clubs and support their role in building healthy, well connected communities;
- Council should consider appropriate performance measures to be used as indicators for the life of the Plan

Action:

- In regards to the facility upgrades being undertaken, we would like Council to consider the following:
 - Amenities - incorporate features that address females' needs, such as working locks on cubicles & showers; mirrors; adequate lighting etc;
 - Referees' & officials' rooms - if having these, appropriate to have 2 rooms i.e. a separate room for males & females, rather than having them share 1 facility;
 - lighting - should be sufficient to make night-time & evening access safe from carparks & public transport drop-off zones, & also generally moving around the common areas of the sports facility

Thank you for your time in consideration of the above. Should you wish to discuss anything contained herein in more detail we can be contacted on (02) 8116 9734 or at office@womensportnsw.com.au

Kind regards,

Bree Calderwood

Administration Manager, Womensport & Recreation NSW Inc

Patron Hon Pru Goward, MP | Ambassadors Alex Blackwell, Kerri Pottharst, Naazmi Johnston, Jayme Paris, Eunice Grimes and Jess Gardiner.

(02) 8116 9734 | Fax: (02) 8732 1612 | office@womensportnsw.com.au | Web: www.womensportnsw.com.au
PO Box 147, Sydney Markets, NSW 2129 | Sports House, 6A Figtree Drive, Sydney Olympic Park, NSW 2127

From: Dorothea Bowyer [REDACTED]
Sent: Tuesday, 10 June 2014 2:40 PM
To: Council Mailbox
Subject: Comment on Camden Council's operational program for 2014/15

Follow Up Flag: Follow up
Flag Status: Flagged

Dear General Manager,

I would like to make comment on Camden Council's delivery and operational program for 2014/15.

I am very supportive of Council's plans for the new financial year.

As a resident of Harrington Park with small children, I am particularly impressed to see that a sports complex is being proposed at Narellan near Bunnings. I think this will be a fantastic facility for people of all ages to use and look forward to seeing the athletics and netball facility built there. This will be a welcome asset in close proximity to our home.

Additionally, I am supportive of the works you have planned for the Camden Town Centre. My family and I love to visit Camden and enjoy the historic and country feel the town has to offer. With young children, I use a pram and the paving works proposed for Camden will be appreciated as there are parts that are currently very uneven. Parking is also an issue in the town centre at various times of the day. Your decked car park in the town centre will also be very welcome as my family and I use many facilities in the town centre and parking in the CBD will be money well spent.

I am also supportive of your plans for additional footpaths around schools and shops. This will greatly assist everyone, not just those with mobility difficulties such as elderly people, mums with prams and young children. Particularly in winter, I believe additional footpaths in the right locations will be very useful. Residents won't have to walk through the wet grass and mud to get to a bus stop, for example.

In addition there should be a footpath from the parking area near the Camden bike track so that the children can get safely from the car park to the bike path. It is so very dangerous to have my kids ride or even push their scooters and bikes on the crowded car park (on weekends) just to get to the bike path.

Lastly, I welcome the plans for new playgrounds across our area. Whilst we have good playgrounds in Harrington Park, I know some other mums in other suburbs who are in need of these facilities. It makes a huge difference to be able to go for a walk with your children and go to the playground and get everyone out of the house for an hour or so.

The general level of service provided by Camden Council is to a high standard and my family and I really enjoy living in this area. Well done on continuing to plan for the future and provide facilities that will have a positive impact in the community.

Kind regards,

[REDACTED] Dorothea Bowyer
Resident: Harrington Park

ORD05

[REDACTED]

From: Jason [REDACTED]
Sent: Wednesday, 11 June 2014 5:32 PM
To: Council Mailbox
Subject: Budget

Follow Up Flag: Follow up
Flag Status: Flagged

Dear General Manager,
I am writing to you in support of council's plans for the new financial year.

I was impressed to see money has been allocated for a business alliance to assist economic development in the area. With so many houses being built, it is a good decision to see Council being proactive and trying to attract jobs to the area. Many residents travel away from the area for work and deserve to have more options for work closer to home. This is a great initiative.

In general, my family and I are happy to see so many sport and recreation facilities in the budget. We have a young family and both my wife and I work. Sport and recreation facilities are important as it gives families an active space to spend time together. With more and more people moving into the area, it's great to see the Mount Annan Leisure Centre being expanded and a new.

Thanks

Jason

Sent from my iPhone

Attachment 1

[Redacted]

From: Phil & Jude [Redacted]
Sent: Monday, 9 June 2014 3:11 PM
To: Council Mailbox
Subject: Camden Council Budget

Follow Up Flag: Follow up
Flag Status: Flagged

To the Acting Governance Director.....we are in business at Smeaton Grange and have read the Operation Budget and proposed delivery programme and support the adoption of the programme without exception.

Phillip Vale
Director
Vale Display

[Redacted]

ORD05

Attachment 1

ORD05

[Redacted]

From: [Redacted]
Sent: Tuesday, 10 June 2014 12:23 PM
To: Council Mailbox
Cc: [Redacted]
Subject: Councils Operational Budget and Revised Delivery programme 2014-2015

Mr. Ron Moore, General Manager, Camden Council

As a Camden resident and, in particular, as a 355 committee member, I have noted the exhibition of the Councils Operational Budget and Revised Delivery programme. I am in agreement with the exhibit and recommend that it be adopted.

Regards
Patrick White
Bookings/Eventing Officer

[Redacted]



www.camdenequestrianpark.com.au

Attachment 1

[Redacted]

To: David Johns
Subject: RE: Council Budget

From: David Johns [Redacted]
Sent: Tuesday, 10 June 2014 2:08 PM
To: [Redacted]
Subject: Re: Council Budget

Hi Kerrie
David Johns 355 Bicentennial Management Committee

This is a Email of support for the Councils Operational Budget and Delivery Programmed

I support the recommendation that the Council Operating Budget be adopted for the \$50,000.00 for the development of the proposed Artisans Garden on the dryland are of the Park

I support the recommendation of these funds be approved

Thank you



Kind Regards
David Johns President

[Redacted]

[Redacted]

ORD05

Attachment 1

ORD05

Attachment 1

[REDACTED]

From: Warren Bromfield [REDACTED]
Sent: Wednesday, 11 June 2014 8:59 PM
To: Council Mailbox
Subject: Council Budget

Follow Up Flag: Follow up
Flag Status: Flagged

Dear General Manager,

I would like to express my support for Council's 2014/15 budget.

We have lived in Mount Annan for almost two years and are raising a young family. We are pleased with our choice to live in the Camden Council area, having moved from Campbelltown.

We support the expansion of Mount Annan Leisure Centre and are happy that Council is investing in such a great recreation centre. The centre is very popular and increasing it's size and activities available will be a wonderful asset to our community. All ages use this facility, from seniors groups to new mums and bubs, so increasing it's operational capacity will be of benefit to our area. There is a nice vibe in the centre and it's a real meeting hub for residents.

We intend to live in the area for many many years and raise our family so we appreciate your proposed plans for youth facilities. We note there is going to be an outdoor multi-purpose youth facility in our area as well as a PCYC constructed. These will be important facilities for teenagers and are sure these will benefit our family in years to come, as well as the many new families moving into the Camden area.

Also, we are excited to hear about the new Narellan sports complex. Whilst it's not in our suburb, it will be very centrally located and will only be a short drive for us. We understand it will be an athletics track and netball courts to begin with. There is a lot of land there and look forward to seeing a regional sports facility in our area.

Parking near the main street in Camden is often a problem so we are supportive of a decked car park. We like to visit Camden and improvements like the paving and better parking will be a positive. With all the growth happening, I believe more people will want to visit Camden and now is a good time to fix some of the problems in the Camden town. With Council investing in the town centre, maybe more businesses will want to open in Camden and more life will be brought to the main street.

Your initiatives will be beneficial for the area and we are proud to live here. Thanks for taking the time to listen to my feedback.

Kind regards,
Warren Bromfield
Mount Annan

[REDACTED]

From: Vanessa Morschel [REDACTED]
Sent: Friday, 6 June 2014 11:42 AM
To: Council Mailbox
Cc: [REDACTED]
Subject: Draft 2014/15 Capital Works Program - request for extension of time

To whom it may concern,

Last week Greenfields sought clarification about two projects listed in the Draft 2014/15 Capital Works Program. A Council officer advised us that our enquiry was forwarded onto the Manager-Assets. However we have not received a response. We request a Council officer respond to our enquiry as soon as possible.

We also request Council extend the closing date for submissions from 11th June to 26th June, so Greenfields can fully consider Council's response to our enquiry and prepare an informed submission to the Draft 2014/15 Delivery Program.

Please confirm the extension of time in writing.

If you have any questions, please contact me or Ralph Bruce on 9043 7575.

Regards,

Vanessa Morschel

Development Manager – Property

Greenfields Development Company

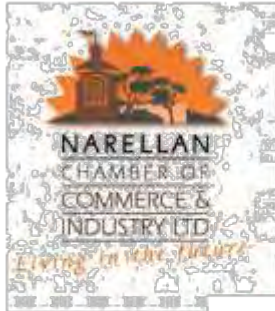
05 Peter Brock Drive, Oran Park Town NSW

T: 02 9043 7589 | F: 02 9043 7591 | M:

E: [REDACTED]



ORD05



NARELLAN CHAMBER OF COMMERCE AND INDUSTRY LIMITED

Affiliated with State Chamber of Commerce (NSW)
A.B.N. 45 056 274 787

10 June 2014

Mr Ron Moore
General Manager
Camden Council

By Email only: mail@camden.nsw.gov.au

Dear Mr Moore

REVISED DELIVERY PROGRAM AND BUDGET

We refer to the Amended Delivery Program 2013/14 and 2016/17, including the 2014/2015 Operational Plan.

On behalf of Narellan Chamber of Commerce, we would like to commend the Council and the Councilors on a viable and exciting budget and plan that is set to deliver almost \$20 million to six major projects within the Camden LGA. I also wish to commend the Mayor Lara Symkowiak and the Councilors in particular who have supported the budget to take on the projects. We note on review of the Delivery Program and budget for planning, such plan still maintains Camden Council's financial viability which gives comfort to businesses and extended communities.

In particular Narellan Chamber would like to express our satisfaction in relation to the following particular programs personal to the Narellan landscape and business community being:

- (i) \$2,816 million towards Stage 1 of the Narellan Sporting Complex; and
- (ii) \$75,000 towards economic development (creation & running of a Business Alliance).

In particular the money allocated towards the economic development will assist develop the Camden LGA to have build an economic body that will come together to supply major strategy themes for the Camden LGA and which will engage and receive feedback from relevant stakeholders and the wider community. We look with interest on the development of the economic body over the upcoming years to see the development of specific strategies in pursuit of Camden LGA's Vision for Economic Development. We note in particular other councils who have taken on an Economic Development Strategy have been able to implement projects such as: infrastructure development; tourism destination development projects; workforce and skills

Attachment 1

development; advocacy and leadership; business investment and attraction projects and business retention and expansion.

Whilst the allocation of the budget is for the infancy and set up of the project we believe the body has the potential to become an integral part of Council's working body for the business future of Camden LGA.

Whilst noting the above points, our only point which we wish to express to Council in response to the proposed Delivery Program is the future consideration (whilst not in this Delivery Program) as timing given the future development proposal for Narellan Town Centre, that sometime in upcoming budgets when the development of the Town Centre is finalised on both sides of Camden Valley Way that money is allocated towards the development of an identity for Narellan Town business centre, with money being contributed by Council towards welcome signs for Narellan that are in line with that of Camden, tastefully advertising positions and infrastructure on Camden Council land to advertise the area's upcoming projects be it business or community; and finally a main street investment into Narellan i.e. an upgrade of Narellan's town centre in the future, similar to that allocated to Camden in this Delivery Program.

We note that whilst our suggestions may be premature they also may be a forum to be raised in the Economic Development Body being developed or future budgets.

We hope the feedback is of assistance and taken into consideration.

Yours sincerely



Adriana Care
President
Narellan Chamber of Commerce

ORD05

Attachment 1

COUNTY OF CUMBERLAND CAMPDRAFTING CLUB INC

President
 Rodney Crump
 62 Gallaghers Road
 South Maroota, NSW, 2756
 0417 291334
 rodneymcrump@yahoo.com.au

Secretary/Treasurer
 Vanessa Crump
 35 Millers Road
 Cattai, NSW, 2756
 45728434 Mob: 0418 615 520
 bernard.crump@bigpond.com



5 June 2014

The Mayor
 Camden Council
 PO Box 183
 Camden NSW 2570



Dear Sir

This letter is to advise of the support of the committee and members of the County of Cumberland Campdraft Club to the Council's budget for the forthcoming year for the upgrading of Bicentennial Park and surrounding areas. Also other projects that Council commit to in the general community.

This will help make the park a better place for the enjoyment of all visitors and local residents for now and into the future.

Yours faithfully

Rodney Crump
 President
 County of Cumberland Campdraft Club

2013/14 - 2016/17 Revised Delivery Program - List of Unfunded Works & Services

As at 30 June 2014

| LOCAL SERVICE | KEY SUPPORT STRATEGY | PROJECT DESCRIPTION | REC/ NON-REC | CURRENT ESTIMATE | RESPONSIBILITY CENTRE | INCLUDED IN LTSP |
|---------------------------------------------|----------------------|------------------------------------------------------------------|--------------|------------------|-----------------------|------------------|
| Development Control | Workforce Planning | Development - Additional Staff Member | Y | \$54,100 | Development | Y |
| Development Control Total | | | | \$54,100 | | |
| Heritage Protection | Operational Increase | Heritage Week | Y | \$5,000 | Strategic Planning | N |
| Heritage Protection | Operational Increase | Heritage Grants Scheme | Y | \$20,000 | Strategic Planning | N |
| Heritage Protection | Operational Increase | Heritage Management Plans (council owned properties) | N | \$60,000 | Strategic Planning | N |
| Heritage Protection | Operational Increase | Heritage Study Review | N | \$80,000 | Strategic Planning | N |
| Heritage Protection | Operational Increase | Aboriginal Heritage Study | N | \$150,000 | Strategic Planning | N |
| Heritage Protection | Workforce Planning | Strategic Planning - Additional Staff Member | Y | \$102,900 | Strategic Planning | Y |
| Heritage Protection Total | | | | \$417,900 | | |
| Urban & Rural Planning | Operational Increase | Rural Lands Review | N | \$40,000 | Strategic Planning | N |
| Urban & Rural Planning | Operational Increase | Scenic and Cultural Landscape Study | N | \$50,000 | Strategic Planning | N |
| Urban & Rural Planning | Workforce Planning | Capital Works - Additional Staff Member | Y | \$118,600 | Capital Works | Y |
| Urban & Rural Planning | Workforce Planning | Strategic Planning - Additional Staff Member | Y | \$66,300 | Strategic Planning | Y |
| Urban & Rural Planning | Workforce Planning | Strategic Planning - Additional Staff Member | Y | \$102,900 | Strategic Planning | Y |
| Urban & Rural Planning | Operational Increase | Planning Reform Implementation | N | \$50,000 | Strategic Planning | N |
| Urban & Rural Planning Total | | | | \$417,800 | | |
| Waste Services | Capital Upgrades | Depot Expansion (Additional Staff Accommodation) | N | \$1,415,000 | Environment & Health | N |
| Waste Services | Workforce Planning | Environment & Health - Additional Staff Member | Y | \$91,600 | Environment & Health | Y |
| Waste Services | Workforce Planning | Environment & Health - Additional Staff Member | Y | \$68,500 | Environment & Health | Y |
| Waste Services | Workforce Planning | Environment & Health - Additional Staff Member | Y | \$68,500 | Environment & Health | Y |
| Waste Services Total | | | | \$1,653,600 | | |
| Regulating the Use of Public Areas | Workforce Planning | Environment & Health - Additional Staff Member | Y | \$84,600 | Environment & Health | Y |
| Regulating the Use of Public Areas | Capital Upgrades | Digital Infringement Devices | N | \$45,000 | Environment & Health | N |
| Regulating the Use of Public Areas | Workforce Planning | Environment & Health - Additional Staff Member | Y | \$84,600 | Environment & Health | Y |
| Regulating the Use of Public Areas Total | | | | \$214,200 | | |
| Public Health | Workforce Planning | Environment & Health - Additional Staff Member | Y | \$102,800 | Environment & Health | Y |
| Public Health Total | | | | \$102,800 | | |
| Protection of the Natural Environment | Operational Increase | Drainage Infrastructure - Additional Maintenance Request | Y | \$115,000 | Asset Management | N |
| Protection of the Natural Environment | Operational Increase | Fauna Management - Control of non companion feral animals | Y | \$5,000 | Asset Management | N |
| Protection of the Natural Environment | Workforce Planning | Environment & Health - Additional Staff Member | Y | \$102,800 | Environment & Health | Y |
| Protection of the Natural Environment | Workforce Planning | ESD - Additional Staff Member | Y | \$107,300 | ESD | Y |
| Protection of the Natural Environment | Workforce Planning | ESD - Additional Staff Member | Y | \$102,800 | ESD | Y |
| Protection of the Natural Environment | Capital Upgrades | Camden Residential Area - Stormwater Drainage Upgrade | Y | \$108,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Camden South - Stormwater Drainage Upgrade | Y | \$108,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Manx Avenue - Stormwater Channel Improvements (design) | N | \$50,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Matthew Reserve Drainage Improvements | N | \$80,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Wilson Crescent Drainage Improvements | N | \$15,000 | ESD | N |
| Protection of the Natural Environment | Operational Increase | Flood Plain Committee reviews and meeting with external bodies | Y | \$2,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Byron Rd/Richard Rd Intersection Drainage Improvements | N | \$90,000 | ESD | N |
| Protection of the Natural Environment | Operational Increase | Manage Australia's White Ibis population within the LGA | Y | \$8,000 | ESD | N |
| Protection of the Natural Environment | Operational Increase | Narran Creek/Nepean River Flood Risk Management Study | N | \$208,000 | ESD | N |
| Protection of the Natural Environment | Operational Increase | ESD - Conferences/Training | Y | \$3,000 | ESD | N |
| Protection of the Natural Environment | Operational Increase | Environmental Awareness and Education activities | Y | \$50,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Harrington Park Lake 3a Spillway and Augmentation | N | \$198,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Harrington Park Flood Mitigation Design | N | \$108,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Harrington Park 3C Vane GPT | N | \$50,000 | Capital Works | N |
| Protection of the Natural Environment | Capital Upgrades | Currans Hill Flood Mitigation Works | Y | \$208,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Mount Arian Flood Mitigation Works | Y | \$208,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Elidelle Flood Mitigation Works | Y | \$108,000 | ESD | N |
| Protection of the Natural Environment | Workforce Planning | Asset Management - Additional Staff Member | Y | \$115,800 | Asset Management | Y |
| Protection of the Natural Environment | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Protection of the Natural Environment | Workforce Planning | ESD - Additional Staff Member | Y | \$91,600 | ESD | Y |
| Protection of the Natural Environment | Workforce Planning | ESD - Additional Staff Member | Y | \$82,600 | ESD | Y |
| Protection of the Natural Environment | Capital Upgrades | Manx Ave - Stormwater Channel Improvements (construction) | N | \$858,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Harrington Park Flood Mitigation Construction | N | \$608,000 | ESD | N |
| Protection of the Natural Environment | Capital Upgrades | Churchill Reserve Narran Vale Gross Pollutant Traps | N | \$158,000 | ESD | N |
| Protection of the Natural Environment | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Protection of the Natural Environment Total | | | | \$3,671,100 | | |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Asset Management | Parks & Reserves - Asset Renewal | Y | \$29,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Reserves - Additional Maintenance Request | Y | \$178,500 | Asset Management | N |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$107,300 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$58,600 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$117,100 | Asset Management | Y |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Vehicle & Plant for New Team | N | \$60,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Vehicle & Plant for New Team (Running Costs) | Y | \$10,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Ute - Sportsfield and infrastructure maintenance | N | \$80,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Ute - Sportsfield and infrastructure maintenance (running costs) | Y | \$8,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Large Sportsfields Mower Transport Truck | N | \$118,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Large Sportsfields Mower Transport (running costs) | Y | \$20,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Vehicle for pressure cleaning team | N | \$80,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Vehicle for pressure cleaning team (running costs) | Y | \$20,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Ute - Outdoor cleaning | N | \$30,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Ute - Outdoor cleaning (running costs) | Y | \$11,000 | Asset Management | N |
| Parks & Playgrounds | Asset Management | Replace boundary picket fence at Birnie sporting oval | N | \$108,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Oxlow Oval - Replace Boltons | N | \$48,000 | Asset Management | N |

ORD05

Attachment 2

2013/14 - 2016/17 Revised Delivery Program - List of Unfunded Works & Services

As at 30 June 2014

| LOCAL SERVICE | KEY SUPPORT STRATEGY | PROJECT DESCRIPTION | REC/ NON-REC | CURRENT ESTIMATE | RESPONSIBILITY CENTRE | INCLUDED IN LTSP |
|----------------------------------------|----------------------|------------------------------------------------------------------|--------------|------------------|-----------------------------|------------------|
| Parks & Playgrounds | Capital Upgrades | Oxlow Oval - Replace picket fence | N | \$40,000 | Asset Management | N |
| Parks & Playgrounds | Asset Management | Oxlow Oval - Repairs to Rotunda | N | \$40,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Tractor and implements | N | \$115,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Tractor and implements (running costs) | Y | \$55,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Lighting, Shade & Landscaping at Kilkhare Park Skate Facility | N | \$90,000 | Community Services | N |
| Parks & Playgrounds | Capital Upgrades | Catherine Fields Lighting of Oval | N | \$190,000 | Community Services | N |
| Parks & Playgrounds | Capital Upgrades | Lepington Oval - Irrigation Improvements | N | \$80,000 | Community Services | N |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Capital Upgrades | Embellishment of Rheinbergers Hill | N | \$250,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Reserve Lighting - Southdown Road | N | \$30,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Sportfield Mower | N | \$115,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Sportfield Mower (running costs) | Y | \$53,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Vehicle & Plant for New Team | N | \$110,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Vehicle & Plant for New Team (Running Costs) | Y | \$68,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Vehicle & Plant for New Team | N | \$60,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Vehicle & Plant for New Team (Running Costs) | Y | \$20,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Vehicle & Plant for New Team | N | \$110,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Vehicle & Plant for New Team (Running Costs) | Y | \$68,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Vehicle & Plant for New Team | N | \$110,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Vehicle & Plant for New Team (Running Costs) | Y | \$68,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Vehicle & Plant for New Team | N | \$110,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Vehicle & Plant for New Team (Running Costs) | Y | \$68,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Floodlighting Rossmore Oval | N | \$150,000 | Community Services | N |
| Parks & Playgrounds | Capital Upgrades | LGA Playground Equipment - Installation of Shade Structures | Y | \$700,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Camden LGA Athletics Track | N | \$5,000,000 | Community Services | N |
| Parks & Playgrounds | Capital Upgrades | Catherine Fields Reserve - Stage 2 Improvements | N | \$110,000 | Community Services | N |
| Parks & Playgrounds | Capital Upgrades | New Recreation Facilities at Fergusson's Land | N | \$4,500,000 | Community Services | N |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$78,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$107,300 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$78,100 | Asset Management | Y |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Tractor and implements | Y | \$100,000 | Asset Management | N |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Parks & Playgrounds | Workforce Planning | Asset Management - Additional Staff Member | Y | \$107,300 | Asset Management | Y |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Vehicle & Plant for New Team | N | \$110,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Vehicle & Plant for New Team (Running Costs) | Y | \$68,000 | Asset Management | N |
| Parks & Playgrounds | Capital Upgrades | Parks & Gardens - Vehicle & Plant for New Team | N | \$110,000 | Asset Management | N |
| Parks & Playgrounds | Operational Increase | Parks & Gardens - Vehicle & Plant for New Team (Running Costs) | Y | \$68,000 | Asset Management | N |
| Parks & Playgrounds Total | | | | \$10,995,990 | | |
| Environmental Activities | Workforce Planning | ESD - Additional Staff Member | Y | \$87,200 | ESD | Y |
| Environmental Activities | Workforce Planning | ESD - Additional Staff Member | Y | \$87,000 | ESD | Y |
| Environmental Activities | Capital Upgrades | Installation of DCMs in Council buildings | N | \$100,000 | Asset Management | N |
| Environmental Activities Total | | | | \$105,200 | | |
| Appearance of Public Areas | Operational Increase | Street Tree Planting Program - Camden to Narrellan | N | \$25,000 | Asset Management | N |
| Appearance of Public Areas | Operational Increase | Increase in Street Sweeping budget | Y | \$55,000 | Asset Management | N |
| Appearance of Public Areas | Workforce Planning | ESD - Additional Staff Member | Y | \$97,000 | ESD | Y |
| Appearance of Public Areas | Operational Increase | Priority Tree Removal - Program Continuation | Y | \$80,000 | ESD | N |
| Appearance of Public Areas | Capital Upgrades | New Toilets at Napier Showway | N | \$110,000 | Capital Works | N |
| Appearance of Public Areas Total | | | | \$307,000 | | |
| Economic Development | Workforce Planning | Strategic Planning - Additional Staff Member | Y | \$102,900 | Strategic Planning | Y |
| Economic Development Total | | | | \$102,900 | | |
| Tourism | Capital Upgrades | Council contribution to Regional VIC | N | \$1,250,000 | Employee & Customer Service | N |
| Tourism | Operational Increase | Council contribution to Regional VIC - recurrent operations | Y | \$875,000 | Employee & Customer Service | N |
| Tourism Total | | | | \$2,125,000 | | |
| Management of Significant Places | Capital Upgrades | Camden Town Centre Strategy - Primary Street Upgrades | N | \$4,481,000 | Capital Works | N |
| Management of Significant Places | Capital Upgrades | Camden Town Centre Strategy - Footpath Widening | N | \$570,000 | Capital Works | N |
| Management of Significant Places | Capital Upgrades | Camden Town Centre Strategy - Secondary Street Upgrades | N | \$3,930,000 | Capital Works | N |
| Management of Significant Places Total | | | | \$9,000,000 | | |
| Transport Options | Capital Upgrades | Old Hume Highway - footpath links to bus stops | N | \$50,000 | ESD | N |
| Transport Options | Capital Upgrades | Cobbitty Road - Footpath construction and pedestrian refuge | N | \$60,000 | ESD | N |
| Transport Options | Capital Upgrades | Coghil Street - footpath at primary school with culvert crossing | N | \$50,000 | ESD | N |
| Transport Options | Capital Upgrades | Cawdor Road - Cycleway Extension | N | \$300,000 | ESD | N |
| Transport Options | Workforce Planning | ESD - Additional Staff Member | Y | \$118,600 | ESD | Y |

ORD05

Attachment 2

2013/14 - 2016/17 Revised Delivery Program - List of Unfunded Works & Services

As at 30 June 2014

| LOCAL SERVICE | KEY SUPPORT STRATEGY | PROJECT DESCRIPTION | REC/ NON-REC | CURRENT ESTIMATE | RESPONSIBILITY CENTRE | INCLUDED IN LTSP |
|-----------------------------------------------|----------------------|-----------------------------------------------------------------|--------------|------------------|-----------------------|------------------|
| Construction & Maintenance of Infrastructure | Workforce Planning | Asset Management - Additional Staff Member | Y | \$102,800 | Asset Management | Y |
| Construction & Maint. of Infrastructure Total | | | | \$18,054,896 | | |
| Recreation Services & Facilities | Operational Increase | Community Facility external landscaping appearance | N | \$90,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Corporate Facilities booking systems | N | \$60,000 | Community Services | N |
| Recreation Services & Facilities | Operational Increase | Walking Track Strategy and Cycleway Strategy review | N | \$98,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | BEP internal road improvements | N | \$45,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | Repair to Timber decking Equestrian Park | N | \$10,000 | Asset Management | N |
| Recreation Services & Facilities | Asset Management | Cycleway Harrington Park Lake - Replace portion of path | N | \$308,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | Wandamah Reserve field reconstruction | N | \$248,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | Fairfax Oval - Sports field drainage | N | \$158,000 | Asset Management | N |
| Recreation Services & Facilities | Asset Management | Painting of Fairfax Reserve Amenities / Meeting Room | N | \$10,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | Birimba - Sports field Drainage system | N | \$158,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | Belgeny - Sports field Reconstruction | N | \$523,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | LGA Sportsfields - Goal post replacements | Y | \$8,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | Playground replacements - various locations | Y | \$108,000 | Asset Management | N |
| Recreation Services & Facilities | Asset Management | MALC - Wall paneling - sauna and steam room | N | \$8,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - 2 pump system for each pool | N | \$80,000 | Community Services | N |
| Recreation Services & Facilities | Workforce Planning | Community Services - Additional Staff Member | Y | \$102,900 | Community Services | Y |
| Recreation Services & Facilities | Operational Increase | MALC - Disaster Recovery plan | N | \$40,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | BEP - Additional Funds Request Improvement Program year 1 | N | \$335,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | BEP Committee Requests Year 2 | N | \$352,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Camden Town Farm Infrastructure and Development | N | \$198,000 | Community Services | N |
| Recreation Services & Facilities | Operational Increase | Camden Town Farm - Annual contribution to committee | Y | \$25,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Fairfax Reserve - 4 fitness stations | N | \$62,500 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Kirribra Park - additional toilet block | N | \$164,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Oxlow park - floodlight control system "Barrinator" | N | \$13,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Telephone system | N | \$8,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Plant - 24HL Carbon dioxide vessels - Air Liquid | N | \$6,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Cool room | N | \$12,000 | Community Services | N |
| Recreation Services & Facilities | Operational Increase | Develop landscape masterplans and designs eg POM's | N | \$30,000 | Community Services | N |
| Recreation Services & Facilities | Operational Increase | Open Space Strategy | N | \$70,000 | Community Services | N |
| Recreation Services & Facilities | Operational Increase | Recreation facility promotion material | N | \$30,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Camden LGA - additional cricket wickets | N | \$70,000 | Community Services | N |
| Recreation Services & Facilities | Operational Increase | Review Existing Plan of Management of BEP | N | \$60,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Elizabeth Reserve - field fencing | N | \$50,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Fitness equipment - Kirribra & Birnie Reserve | N | \$98,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Fairfax Reserve - seating and upgrade front of amenities garden | N | \$20,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Jack Nash reserve - sealing and seating in front of amenities | N | \$20,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Nott Oval - Sports field improvement | N | \$158,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | Elizabeth Reserve - Sports field improvements | N | \$158,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | Lepington Oval - Sports field improvement | N | \$108,000 | Asset Management | N |
| Recreation Services & Facilities | Capital Upgrades | BEP committee Year 3 and 4 requests | N | \$408,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Lighting upgrade - Ros Dale - Fields 3 & 4 | N | \$118,900 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Kirribra Pk - seal and line mark access rd to skate park area | N | \$77,600 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Oxlow Park - replacement of picnic shelter tables | N | \$50,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Narellan Park - complete sealing of access road and carpark | N | \$153,600 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Plant room - 25m foot valve | N | \$5,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - 25m pool - 25m foot valve | N | \$8,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Leisure pool - Leak/Prog foot valve | N | \$5,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Leisure pool - expansion joints | N | \$30,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Leisure pool - wet deck gritters | N | \$25,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Program Pool - expansion joints | N | \$20,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Program Pool - wet deck gritters | N | \$6,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Spa plant room - Spa UV chamber | N | \$10,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Spa reticulation piping | N | \$5,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Spa plant room - Spa main switchboard | N | \$10,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Apac Duct split - Offices | N | \$10,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Apac Duct split - gym circuit room | N | \$24,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Apac Duct split - cneche | N | \$8,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Apac Duct split - Youth drop in | N | \$7,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Apac Duct split - Cafe/Kiosk | N | \$8,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Apac Package unit - Aerobic exercise | N | \$28,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Additional field at Narellan Park to form second field | N | \$1,098,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Camden LGA - seating & shade at various sportsgrounds | N | \$108,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Cut Hill reserve - main entrance to improve safety | N | \$80,000 | Community Services | N |
| Recreation Services & Facilities | Operational Increase | Community facility signage x 9 venues | N | \$14,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Pool inflatable | N | \$10,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Gym office - stereo, amp, juke, receiver | N | \$12,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Lighting upgrade - Couparture Reserve | N | \$177,100 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Lighting upgrade - Narellan Park - Junior Field | N | \$109,700 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Main plant room - 25m UV control panel | N | \$20,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Main plant room - 25m pool water heaters | N | \$45,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Main plant room - Leak/Prog UV control panel | N | \$20,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Main plant room - Butterfly valve lever handle | N | \$8,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Main plant room - Ball valves | N | \$1,600 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Leisure pool - Large fibreglass pool slide | N | \$15,000 | Community Services | N |

ORD05

Attachment 2

2013/14 - 2016/17 Revised Delivery Program - List of Unfunded Works & Services

As at 30 June 2014

| LOCAL SERVICE | KEY SUPPORT STRATEGY | PROJECT DESCRIPTION | REC/ NON-REC | CURRENT ESTIMATE | RESPONSIBILITY CENTRE | INCLUDED IN LTSP |
|----------------------------------------------------------|----------------------|-------------------------------------------------------------------------|--------------|--------------------|-----------------------------|------------------|
| Recreation Services & Facilities | Capital Upgrades | MALC - Window frames | N | \$10,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Door frames | N | \$5,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Bi-fold doors | N | \$20,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | MALC - Fire hose reels | N | \$7,500 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Ron Dine fields 3 and 4 floodlights | N | \$100,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Redevelopment of Kirkham park Netball to Tennis complex | N | \$500,000 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Lighting - Cat Hill reserve | N | \$131,100 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Rossmore Reserve - drainage and vehicle barriers | N | \$16,300 | Community Services | N |
| Recreation Services & Facilities | Capital Upgrades | Rossmore Reserve - relocation of southern entrance road | N | \$22,700 | Community Services | N |
| Recreation Services & Facilities Total | | | | \$7,079,500 | | |
| Community & Cultural Development | Workforce Planning | Community Services - Additional Staff Member | Y | \$102,800 | Community Services | Y |
| Community & Cultural Development | Workforce Planning | Community Services - Additional Staff Member | Y | \$87,100 | Community Services | Y |
| Community & Cultural Development | Operational Increase | Cultural Development - Public Art Planning and Cultural Activity | Y | \$25,000 | Community Services | N |
| Community & Cultural Development | Operational Increase | Community program funds for community development | Y | \$31,400 | Community Services | N |
| Community & Cultural Development | Workforce Planning | Community Services - Additional Staff Member | Y | \$102,800 | Community Services | Y |
| Community & Cultural Development | Workforce Planning | Community Services - Additional Staff Member | Y | \$102,800 | Community Services | Y |
| Community & Cultural Development | Workforce Planning | Community Services - Additional Staff Member | Y | \$102,800 | Community Services | Y |
| Community & Cultural Development Total | | | | \$554,800 | | |
| Community Support Facilities & Services | Operational Increase | Removal of spoil from Camden Cemetery | N | \$120,000 | Asset Management | N |
| Community Support Facilities & Services | Workforce Planning | Asset Management - Additional Staff Member | Y | \$157,600 | Asset Management | Y |
| Community Support Facilities & Services | Capital Upgrades | Vehicle for Carefree Cemetery maintenance team | N | \$100,000 | Asset Management | N |
| Community Support Facilities & Services | Operational Increase | Narellan Community Hall - lockers | N | \$3,000 | Asset Management | N |
| Community Support Facilities & Services | Asset Management | Harrington Park Community Hall - remove & re-lay pavers | N | \$10,000 | Asset Management | N |
| Community Support Facilities & Services | Capital Upgrades | Security Screens to windows at Jumbanna | N | \$7,500 | Asset Management | N |
| Community Support Facilities & Services | Capital Upgrades | Community Facilities - Guards for downpipes to reduce vandalism | N | \$20,000 | Asset Management | N |
| Community Support Facilities & Services | Capital Upgrades | Roof Safety for Community Buildings | N | \$100,000 | Asset Management | N |
| Community Support Facilities & Services | Capital Upgrades | Narellan Community Hall - provision of shade area | N | \$12,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Timber flooring at Catherine Fields Community Hall | N | \$50,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Jack Nash Reserve - Improvements to Amenities Building | N | \$35,000 | Capital Works | N |
| Community Support Facilities & Services | Workforce Planning | Community Services - Additional Staff Member | Y | \$69,000 | Community Services | Y |
| Community Support Facilities & Services | Workforce Planning | Community Services - Additional Staff Member | Y | \$26,300 | Community Services | Y |
| Community Support Facilities & Services | Capital Upgrades | Community Facilities - Audio Visual Equipment | N | \$50,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Camden Civic Centre - Install sound bafflers | N | \$20,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Camden Civic Centre - Sound, lighting, technology | N | \$22,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Civic Centre - Digital Cash Register for Automatic Bar Stocktake | N | \$8,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Refurbishment of Civic Centre toilets | N | \$157,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Civic Centre Upgrade - Investigation & Concept Designs | N | \$33,500 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Civic Centre - Major Refurbishments | N | \$750,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Civic Centre Generator | N | \$68,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Camden Town Farm - construction of Mrs Davies Walk | N | \$30,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Camden Town Farm - Restore old Chinese gardens irrigation storage wells | N | \$18,600 | Community Services | N |
| Community Support Facilities & Services | Operational Increase | Cultural Development - civic centre events | Y | \$32,000 | Community Services | N |
| Community Support Facilities & Services | Operational Increase | Civic Centre - Concierge | Y | \$5,000 | Community Services | N |
| Community Support Facilities & Services | Operational Increase | Public Art - Community Project | N | \$20,000 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Camden Cemetery works | Y | \$2,570,000 | PSD | N |
| Community Support Facilities & Services | Operational Increase | Civic Centre - External Signage | N | \$5,000 | Community Services | N |
| Community Support Facilities & Services | Operational Increase | Civic Centre - Promotional Billboard | N | \$5,000 | Community Services | N |
| Community Support Facilities & Services | Operational Increase | Lappington Progress Association - Annual Subsidy Increase | Y | \$600 | Community Services | N |
| Community Support Facilities & Services | Capital Upgrades | Harrington Reserve - Second storey Clubroom | N | \$350,000 | Capital Works | N |
| Community Support Facilities & Services | Workforce Planning | Community Services - Additional Staff Member | Y | \$70,600 | Community Services | Y |
| Community Support Facilities & Services Total | | | | \$4,918,100 | | |
| Community Safety | Workforce Planning | Community Services - Additional Staff Member | Y | \$90,700 | Community Services | Y |
| Community Safety Total | | | | \$90,700 | | |
| Community Events | Operational Increase | Local Government Week | Y | \$2,000 | Employee & Customer Service | N |
| Community Events | Operational Increase | Events Officer - Motor Vehicle | Y | \$15,000 | Employee & Customer Service | N |
| Community Events Total | | | | \$17,000 | | |
| Library Services | Operational Increase | Narellan Library Community Rooms - Reception Desk Security Improvement | N | \$5,000 | Asset Management | N |
| Library Services | Operational Increase | Narellan Library Community Rooms - Glass Security Doors | N | \$4,000 | Asset Management | N |
| Library Services | Operational Increase | Sunday Operation Camden Library Service - 4 Hours | Y | \$46,500 | Community Services | N |
| Library Services | Capital Upgrades | Narellan Library Plaza - Large Shade Tree | N | \$22,700 | Community Services | N |
| Library Services | Operational Increase | Libraries - Seniors Program | Y | \$2,000 | Community Services | N |
| Library Services Total | | | | \$80,200 | | |
| Stewardship of Community Resources | Operational Increase | Corporate Planning Program Costs | Y | \$4,000 | Strategic Planning | N |
| Stewardship of Community Resources | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$102,900 | Corporate Services | Y |
| Stewardship of Community Resources | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$125,400 | Corporate Services | Y |
| Stewardship of Community Resources | Workforce Planning | Executive Management - Additional Staff Member | Y | \$118,600 | General Manager | Y |
| Stewardship of Community Resources Total | | | | \$350,900 | | |
| Community Engagement | Operational Increase | Community Engagement Program Costs (annual) | Y | \$10,000 | Strategic Planning | N |
| Community Engagement Total | | | | \$10,000 | | |
| Community Information | Operational Increase | Additional Events Advertising | Y | \$5,000 | Employee & Customer Service | N |
| Community Information | Operational Increase | Social Media Advertising | Y | \$5,000 | Employee & Customer Service | N |
| Community Information | Operational Increase | Bi-monthly publication of Let's Connect | Y | \$8,400 | Employee & Customer Service | N |
| Community Information | Operational Increase | Public Relations Officer - Motor Vehicle | Y | \$15,000 | Employee & Customer Service | N |
| Community Information | Capital Upgrades | Call Centre Technology Improvements (New Admin Bldg) | N | \$450,000 | Employee & Customer Service | N |
| Community Information Total | | | | \$188,400 | | |
| Corporate Support Services | Workforce Planning | Asset Management - Additional Staff Member | Y | \$60,000 | Asset Management | Y |

ORD05

Attachment 2

2013/14 - 2016/17 Revised Delivery Program - List of Unfunded Works & Services

As at 30 June 2014

| LOCAL SERVICE | KEY SUPPORT STRATEGY | PROJECT DESCRIPTION | REC/ NON-REC | CURRENT ESTIMATE | RESPONSIBILITY CENTRE | INCLUDED IN LTSP |
|----------------------------------|----------------------|-------------------------------------------------------------------|--------------|------------------|-----------------------------|------------------|
| Corporate Support Services | Workforce Planning | Asset Management - Additional Staff Member | Y | \$69,000 | Asset Management | Y |
| Corporate Support Services | Capital Upgrades | Works Depot - Extension from 1 bay to 2 bays, & lift in elevation | N | \$136,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - Workshop extended at rear | N | \$140,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - Workshop extended at the front | N | \$156,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - Driveway for a second entry | N | \$90,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - Handrail | N | \$25,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - Spill and Run off study | N | \$20,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - AC Works | N | \$15,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - Provision of amenities | N | \$60,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - Vehicle parking - seal existing parking areas | N | \$90,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - Vehicle parking - tree removal | N | \$50,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Works Depot - Staff Parking Extension | N | \$25,000 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Buildings - Works Depot Security Upgrade | N | \$15,000 | Asset Management | N |
| Corporate Support Services | Operational Increase | Buildings - Asbestos Management plan | N | \$28,000 | Asset Management | N |
| Corporate Support Services | Operational Increase | Buildings - New Maintenance Request - Cut Hill Reserve Amenities | Y | \$8,000 | Asset Management | N |
| Corporate Support Services | Operational Increase | Buildings - Additional Cleaning Hours | Y | \$17,000 | Asset Management | N |
| Corporate Support Services | Asset Management | Buildings - Additional Maintenance Request | Y | \$56,600 | Asset Management | N |
| Corporate Support Services | Capital Upgrades | Rainwater Tanks for Council Buildings | N | \$32,000 | Asset Management | N |
| Corporate Support Services | Asset Management | Buildings - Asset Renewal | Y | \$55,800 | Asset Management | N |
| Corporate Support Services | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$90,200 | Corporate Services | Y |
| Corporate Support Services | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$71,300 | Corporate Services | Y |
| Corporate Support Services | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$37,000 | Corporate Services | Y |
| Corporate Support Services | Operational Increase | Employee Relations - Increase in Branch Specific Training | Y | \$70,000 | Employee & Customer Service | N |
| Corporate Support Services | Operational Increase | Employee Relations - Recruitment Advertising Costs | Y | \$40,000 | Employee & Customer Service | N |
| Corporate Support Services | Operational Increase | E Learning Induction Program | Y | \$40,000 | Employee & Customer Service | N |
| Corporate Support Services | Operational Increase | Careers Expos and Trade Shows | Y | \$10,000 | Employee & Customer Service | N |
| Corporate Support Services | Operational Increase | Risk Management Program Costs | Y | \$10,000 | Employee & Customer Service | N |
| Corporate Support Services | Operational Increase | Electronic Performance Management System | Y | \$25,000 | Employee & Customer Service | N |
| Corporate Support Services | Operational Increase | Risk Management Action Plan | Y | \$30,000 | Employee & Customer Service | N |
| Corporate Support Services | Operational Increase | Scanning Design plans | N | \$50,000 | ESD | N |
| Corporate Support Services | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$87,200 | Corporate Services | Y |
| Corporate Support Services | Operational Increase | Property Insurance Asset Valuation | Y | \$57,600 | Employee & Customer Service | N |
| Corporate Support Services | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$87,200 | Corporate Services | Y |
| Corporate Support Services | Workforce Planning | Asset Management - Additional Staff Member | Y | \$37,000 | Asset Management | Y |
| Corporate Support Services | Workforce Planning | Asset Management - Additional Staff Member | Y | \$52,100 | Asset Management | Y |
| Corporate Support Services | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$91,600 | Corporate Services | Y |
| Corporate Support Services | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$66,500 | Corporate Services | Y |
| Corporate Support Services | Workforce Planning | Employee & Customer Service - Additional Staff Member | Y | \$125,400 | Employee & Customer Service | Y |
| Corporate Support Services | Workforce Planning | Employee & Customer Service - Additional Staff Member | Y | \$98,100 | Employee & Customer Service | Y |
| Corporate Support Services | Workforce Planning | Corporate Services - Additional Staff Member | Y | \$87,200 | Corporate Services | Y |
| Corporate Support Services | Workforce Planning | Employee & Customer Service - Additional Staff Member | Y | \$78,600 | Employee & Customer Service | Y |
| Corporate Support Services | Workforce Planning | Asset Management - Additional Staff Member | Y | \$57,000 | Asset Management | Y |
| Corporate Support Services | Workforce Planning | Employee & Customer Service - Additional Staff Member | Y | \$82,600 | Employee & Customer Service | Y |
| Corporate Support Services | Workforce Planning | Employee & Customer Service - Additional Staff Member | Y | \$95,100 | Employee & Customer Service | Y |
| Corporate Support Services Total | | | | \$2,228,900 | | |
| Grand Total | | | | \$71,203,500 | | |

ORD05

Attachment 2



ORD06

Attachment 1

Monthly Report

Camden Council

May 2014

Investment Exposure

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

| ADI | Exposure \$M | Rating | Policy Limit | Actual | Capacity |
|-----------------------|-----------------|--------|--------------|-------------|----------|
| Westpac | \$9.70M | A1+ | 25% | 14% | \$7.90M |
| AMP | \$5.00M | A1 | 15% | 7% | \$5.78M |
| Suncorp | \$3.00M | A1 | 15% | 4% | \$7.78M |
| ING [^] | \$3.00M | A1 | 5% | 4% | \$0.59M |
| CBA | \$2.71M | A1+ | 25% | 4% | \$15.26M |
| Rabobank [^] | \$2.20M | A1+ | 5% | 3% | \$1.39M |
| Macquarie | \$2.00M | A1 | 15% | 3% | \$8.78M |
| NAB | \$16.50M | A1+ | 25% | 23% | \$1.47M |
| Bendigo-Adelaide | \$6.50M | A1 | 15% | 9% | \$4.28M |
| Rural | \$6.00M | A1 | 15% | 8% | \$4.78M |
| BoQ | \$10.00M | A1 | 15% | 14% | \$0.78M |
| Heritage | \$1.00M | A2 | 10% | 1% | \$6.19M |
| ME Bank | \$4.25M | A2 | 10% | 6% | \$2.94M |
| Total | \$71.86M | | | 100% | |

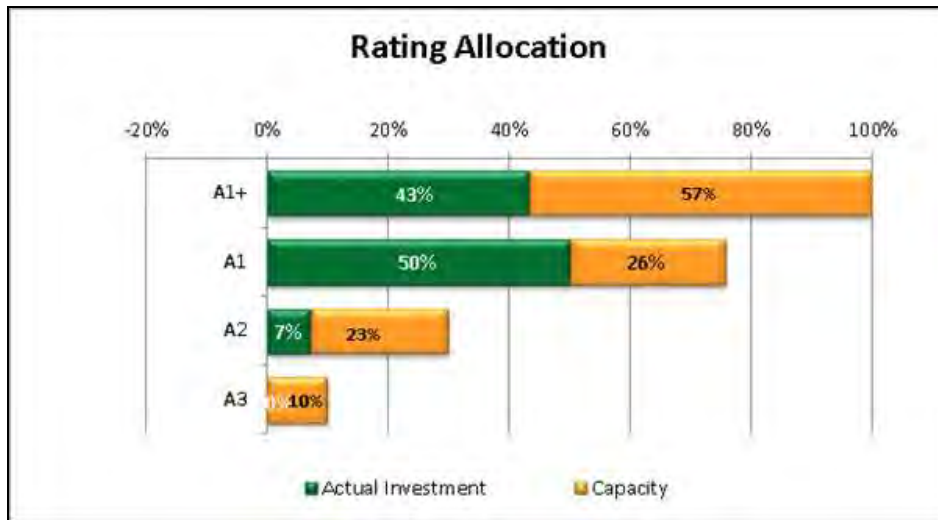
[^]Foreign subsidiary banks are limited to 5% of the total investment portfolio as per Council's investment policy.

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



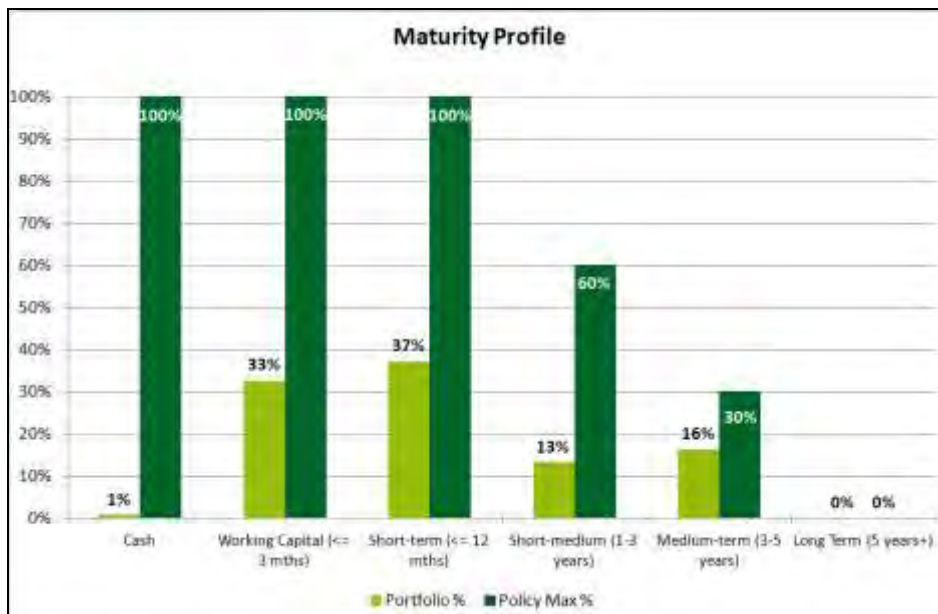
Credit Quality

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



Term to Maturity

The portfolio remains highly liquid with 1% of investments at-call and a further 33% of assets maturing within 3 months. There is still substantial capacity to invest in terms greater than 1 year. In consultation with its investment advisors, Council has continued to strategically lengthen its deposit portfolio to diversify across various maturities up to 5 years.



In the current low interest rate environment, as existing deposits mature, they will generally be reinvested at much lower rates than preceding years. A larger spread of maturities up to 5 years would help income pressures over future financial years, particularly those invested above 4%.

2013-14 Budget

| | |
|------------------------------------|---------------------|
| Current Budget Rate | 3.75% |
| Source of Funds Invested | May |
| Section 94 Developer Contributions | \$32,456,200 |
| Restricted Grant Income | \$444,900 |
| Externally Restricted Reserves | \$7,542,300 |
| Internally Restricted Reserves | \$24,073,200 |
| General Fund | \$7,343,400 |
| Total Funds Invested | \$71,860,000 |

Council's investment portfolio has increased by \$3,440,000 since the April reporting period. The increase in investment funds relates to the receipt of the final rates instalment for the 2013/14 financial year and receipt of Section 94 Developer Contributions through continued development within Camden LGA.

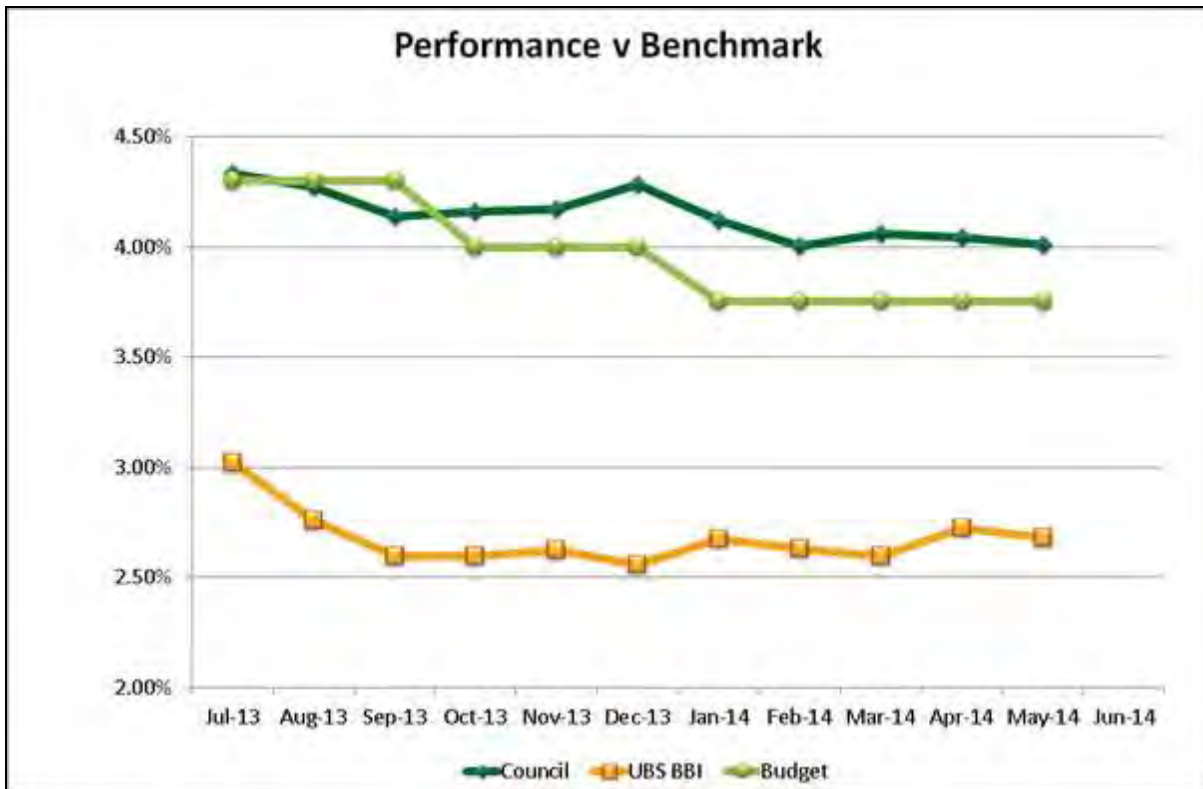
| INTEREST RECEIVED DURING 2013/14 FINANCIAL YEAR | | | | |
|-------------------------------------------------|------------------|--------------------|--------------------|--------------------|
| | May | Cumulative | Projected Interest | Original Budget |
| General Fund | \$114,607 | \$1,089,063 | \$1,095,100 | \$981,800 |
| Restricted | \$134,809 | \$1,338,297 | \$1,401,600 | \$751,800 |
| Total | \$249,416 | \$2,427,360 | \$2,496,700 | \$1,733,600 |

Interest Summary

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

| | |
|---------------------------|------------|
| NUMBER OF INVESTMENTS | 61 |
| AVERAGE DAYS TO MATURITY | 436 |
| AVERAGE PERCENTAGE | 4.01% p.a. |
| WEIGHTED PORTFOLIO RETURN | 4.01% p.a. |
| CBA CALL ACCOUNT * | 2.70% p.a. |
| HIGHEST RATE | 5.14% p.a. |
| LOWEST RATE | 3.50% p.a. |
| BUDGET RATE | 3.75% p.a. |
| AVERAGE BBSW (30 Day) | 2.66% p.a. |
| AVERAGE BBSW (90 Day) | 2.69% p.a. |
| AVERAGE BBSW (180 Day) | 2.71% p.a. |
| UBS BANK BILL INDEX | 2.68% p.a. |

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



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

The revised budgeted return of 3.75% will be achieved over the 2013/14 financial year with the adoption of a longer term strategy.

Appendix A – List of Investments

ORD06

Attachment 1

| Camden Council Investment Portfolio as at 31 May 2014 | | | | | | | |
|-------------------------------------------------------|------|----------------|---------------|---------------|---------------|------------------------------------|-----------------------------------|
| Institution | Type | Amount | Interest Rate | Date Invested | Maturity Date | Original Term of Investment (days) | Interest Accrued as at 31/05/2014 |
| Suncorp Metway | TD | \$1,000,000.00 | 5.14% | 27/07/2013 | 31/07/2014 | 369 | \$43,513.97 |
| NAB | TD | \$500,000.00 | 4.50% | 7/02/2014 | 5/02/2015 | 363 | \$7,027.40 |
| Westpac | TD | \$700,000.00 | 4.35% | 1/05/2014 | 7/05/2015 | 371 | \$2,586.16 |
| Westpac | TD | \$2,000,000.00 | 4.35% | 6/05/2014 | 14/05/2015 | 373 | \$6,197.26 |
| Westpac | TD | \$500,000.00 | 4.35% | 17/05/2014 | 21/05/2015 | 369 | \$893.84 |
| Westpac | TD | \$500,000.00 | 4.55% | 17/05/2014 | 19/05/2016 | 733 | \$934.93 |
| ME Bank | TD | \$750,000.00 | 4.15% | 30/07/2013 | 31/07/2014 | 365 | \$26,093.84 |
| CBA | TD | \$1,200,000.00 | 4.00% | 2/08/2013 | 2/08/2014 | 365 | \$39,846.58 |
| NAB | TD | \$1,000,000.00 | 3.91% | 7/08/2013 | 24/07/2014 | 351 | \$31,322.74 |
| BOQ | TD | \$2,500,000.00 | 5.05% | 4/11/2013 | 1/11/2018 | 1823 | \$72,291.10 |
| BOQ | TD | \$1,500,000.00 | 4.50% | 7/11/2013 | 2/11/2016 | 1091 | \$38,095.89 |
| AMP | TD | \$1,000,000.00 | 3.80% | 13/11/2013 | 13/11/2014 | 365 | \$20,821.92 |
| BOQ | TD | \$1,000,000.00 | 5.10% | 25/11/2013 | 22/11/2018 | 1823 | \$26,268.49 |
| ING Bank | TD | \$1,000,000.00 | 4.63% | 28/11/2013 | 23/11/2017 | 1456 | \$23,467.12 |
| BOQ | TD | \$1,000,000.00 | 4.85% | 28/11/2013 | 23/11/2017 | 1456 | \$24,582.15 |
| AMP | TD | \$2,000,000.00 | 3.80% | 28/11/2013 | 28/11/2014 | 365 | \$38,520.55 |
| BOQ | TD | \$1,000,000.00 | 4.50% | 28/11/2013 | 24/11/2016 | 1092 | \$22,808.22 |
| ME Bank | TD | \$1,000,000.00 | 3.50% | 2/12/2013 | 20/11/2014 | 353 | \$19,339.73 |
| CBA | TD | \$1,000,000.00 | 4.00% | 2/12/2013 | 2/12/2015 | 730 | \$19,835.62 |
| AMP | TD | \$1,000,000.00 | 3.80% | 5/12/2013 | 4/12/2014 | 364 | \$18,531.51 |
| ME Bank | TD | \$1,500,000.00 | 3.90% | 12/12/2013 | 18/12/2014 | 371 | \$27,406.85 |
| AMP Bank | TD | \$1,000,000.00 | 3.80% | 12/12/2013 | 11/12/2014 | 364 | \$17,802.74 |
| Macquarie Bank | TD | \$1,000,000.00 | 3.90% | 19/12/2013 | 19/12/2014 | 365 | \$17,523.29 |
| Westpac | TD | \$1,000,000.00 | 3.61% | 19/12/2013 | 19/12/2014 | 365 | \$16,220.27 |
| NAB | TD | \$1,000,000.00 | 3.74% | 24/12/2013 | 12/06/2014 | 170 | \$16,292.05 |
| NAB | TD | \$1,500,000.00 | 3.75% | 2/01/2014 | 19/06/2014 | 168 | \$23,116.44 |
| ME Bank | TD | \$1,000,000.00 | 3.70% | 9/01/2014 | 5/06/2014 | 147 | \$14,495.89 |
| NAB | TD | \$2,000,000.00 | 3.70% | 5/01/2014 | 5/06/2014 | 147 | \$28,991.78 |
| NAB | TD | \$3,000,000.00 | 3.65% | 16/01/2014 | 26/06/2014 | 161 | \$41,135.34 |
| Bendigo Adelaide Bank | TD | \$1,000,000.00 | 3.60% | 16/01/2014 | 3/07/2014 | 159 | \$13,413.70 |
| Macquarie Bank | TD | \$1,000,000.00 | 4.15% | 20/01/2014 | 20/01/2016 | 730 | \$15,008.22 |
| ING Bank | TD | \$1,000,000.00 | 3.55% | 23/01/2014 | 10/07/2014 | 169 | \$12,546.58 |
| Heritage Bank | TD | \$1,000,000.00 | 3.80% | 31/01/2014 | 16/07/2014 | 166 | \$12,597.26 |
| ING Bank | TD | \$1,000,000.00 | 3.66% | 7/02/2014 | 6/08/2014 | 180 | \$11,431.23 |
| BOQ | TD | \$1,000,000.00 | 3.70% | 13/02/2014 | 13/08/2014 | 181 | \$10,947.95 |
| NAB | TD | \$500,000.00 | 3.70% | 20/02/2014 | 20/08/2014 | 181 | \$5,119.18 |
| Rural Bank | TD | \$1,000,000.00 | 3.55% | 31/02/2014 | 20/08/2014 | 180 | \$9,726.03 |
| Rural Bank | TD | \$1,500,000.00 | 3.55% | 25/02/2014 | 27/08/2014 | 183 | \$14,005.48 |
| BOQ | TD | \$1,000,000.00 | 4.65% | 27/02/2014 | 22/02/2018 | 1456 | \$11,975.34 |
| Rabobank | TD | \$1,000,000.00 | 5.00% | 28/02/2014 | 28/02/2019 | 1826 | \$12,739.73 |
| Rabobank | TD | \$1,200,000.00 | 5.00% | 3/03/2014 | 6/03/2019 | 1829 | \$14,794.52 |
| NAB | TD | \$1,500,000.00 | 3.65% | 6/03/2014 | 3/09/2014 | 181 | \$13,050.00 |
| Rural Bank | TD | \$1,000,000.00 | 3.75% | 13/03/2014 | 10/09/2014 | 181 | \$9,219.18 |
| NAB | TD | \$1,000,000.00 | 3.65% | 20/03/2014 | 17/09/2014 | 181 | \$7,300.00 |
| NAB | TD | \$1,000,000.00 | 3.65% | 27/03/2014 | 24/09/2014 | 181 | \$6,600.00 |
| NAB | TD | \$1,000,000.00 | 3.58% | 3/04/2014 | 18/06/2014 | 76 | \$5,786.65 |

| Camden Council Investment Portfolio as at 31 May 2014 | | | | | | | |
|-------------------------------------------------------|--------------|------------------------|---------------|---------------|---------------|------------------------------------|-----------------------------------|
| Institution | Type | Amount | Interest Rate | Date Invested | Maturity Date | Original Term of Investment (days) | Interest Accrued as at 31/05/2014 |
| NAB | TD | \$1,000,000.00 | 3.60% | 10/04/2014 | 23/07/2014 | 104 | \$5,128.77 |
| Suncorp Metway | TD | \$1,000,000.00 | 3.60% | 10/04/2014 | 1/10/2014 | 174 | \$5,128.77 |
| BDO | TD | \$1,000,000.00 | 3.70% | 17/04/2014 | 15/10/2014 | 181 | \$4,561.64 |
| NAB | TD | \$1,500,000.00 | 3.65% | 17/04/2014 | 8/10/2014 | 174 | \$6,750.00 |
| Bendigo Adelaide Bank | TD | \$1,000,000.00 | 3.50% | 24/04/2014 | 22/10/2014 | 181 | \$3,543.84 |
| Westpac | TD | \$1,000,000.00 | 3.52% | 1/05/2014 | 30/07/2014 | 90 | \$2,989.89 |
| Suncorp Metway | TD | \$1,000,000.00 | 3.60% | 8/05/2014 | 29/10/2014 | 174 | \$2,367.12 |
| Westpac | TD | \$1,000,000.00 | 3.54% | 14/05/2014 | 5/11/2014 | 175 | \$1,745.75 |
| Westpac | TD | \$1,500,000.00 | 4.55% | 15/05/2014 | 15/05/2019 | 1826 | \$3,178.77 |
| Westpac | TD | \$1,500,000.00 | 4.55% | 21/05/2014 | 22/05/2019 | 1827 | \$2,056.85 |
| Rural Bank | TD | \$1,000,000.00 | 3.70% | 21/05/2014 | 26/11/2014 | 189 | \$1,115.07 |
| Bendigo Adelaide Bank | TD | \$1,500,000.00 | 4.05% | 22/05/2014 | 24/05/2017 | 1098 | \$1,664.38 |
| Bendigo Adelaide Bank | TD | \$1,000,000.00 | 4.05% | 27/05/2014 | 31/05/2017 | 1100 | \$554.79 |
| Rural Bank | TD | \$1,500,000.00 | 3.61% | 29/05/2014 | 14/01/2015 | 230 | \$445.07 |
| Bendigo Adelaide Bank | TD | \$2,000,000.00 | 4.05% | 30/05/2014 | 31/05/2017 | 1097 | \$443.84 |
| # TD Investments | 61 | \$71,350,000.00 | 4.01% | | | | \$913,599.21 |
| CBA | Call Account | \$510,000.00 | 2.70% | | | | |
| | | \$71,860,000.00 | | | | | |



ORD06

Attachment 1

Appendix B – Ratings Definitions

Standard & Poor's Ratings Description

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

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

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

S&P Short-Term Obligation Ratings are:

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

S&P Long-Term Obligations Ratings are:

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

Fitch and Moody's have similar classifications.

Appendix C – Recently Invested ADIs

Rural Bank

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

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

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

Financial Results

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

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

Heritage Bank

In 1981 Toowoomba Permanent Building Society (est. 1875) and the Darling Downs Building Society (est. 1897) merged and became Heritage Building Society. In December 2011, Heritage Building Society officially changed its name to Heritage Bank.

Heritage Bank is Australia's largest mutual bank with \$8.5 billion in total assets. It is owned by customers, not shareholders. Heritage does not pay dividends so all profits are reinvested in the business. Heritage now has 61 branches in southern Queensland and 39 mini branch outlets. They offer a full suite of banking products, including savings and transaction accounts, term deposits, home loans, personal loans, business banking, credit and debit cards, retirement savings accounts, financial planning, insurance and foreign currency and travel finance products.

Financial Results

The operating profit of the Group for FY13 after income tax was \$37.052 million, an 18.5% increase compared to the previous year (FY12 was \$31.272 million). The Group reported a 3.5% increase in total consolidated assets to a total of \$8.507 billion for FY13 (up from \$8.221 billion in FY12).

As at 31 December 2013, Heritage Bank's Tier 1 Capital Ratio stood at 11.69% and its Total Capital Ratio at 13.37%, well above Basel III minimum capital requirements.

Rabobank Australia

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

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

Financial Results

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

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

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

ORD07

Attachment 1



NSW Police Force
www.police.nsw.gov.au

02 4832 4499

**CAMDEN
LOCAL AREA COMMAND**

Ms Michelle Kramer
Community and Road Safety Officer
Camden Council
PO Box 183
Camden NSW 2170



REASSESSMENT OF ALCOHOL FREE ZONE AT OLD HUME HWY CAMDEN

Dear Ms Kramer,

I refer to your letter of the 24th January 2014, relating to the notification by Camden Council to re-establish an Alcohol Free Zone (AFZ) at Old Hume Hwy Camden.

Senior Constable Thomas COOPER, the Camden LAC Licensing Officer has completed a number of inquiries relating to Police holdings on the location in question. Attached to this letter is S/CST COOPERS response to questions raised by Council pertaining to this area and the Alcohol Related incidents recorded there.

There are 22 recorded alcohol related incidents during the period 2010 to 2013. None of these incidents involve persons drinking alcohol at the location; they are alcohol related as the person was drinking prior to the incident occurring. The recorded incidents for the location include 10 person searches and 5 Move-on directions. The Police Powers in relation to these incidents are not affected by the Alcohol Free Zoning and will continue to be used where appropriate in this area regardless of the outcome of Councils reassessment. The recorded incident categories for this location do not support the re establishment of this AFZ at the Old Hume Hwy Camden.

If Camden Council were to approve the re-establishment this AFZ at the Old Hume Hwy Camden, Police can continue to support and enforce this AFZ.

Camden Police are committed to supporting and protecting the community in the Camden Local Area Command, to reduce incidents of fear, harm, and crime.

arellan Police Station, Onr Wilson Cres & Camden CValley Way Street, Narellan, NSW 2567.

tel (02) 48324499 Fax (02) 483244411 TTY (02) 9211 3776 (Hearing/Speech impaired) Encl 84456 Efax 84455

Camden LAC look forward to the continued support and assistance of Camden Council. Should you have any queries or require further information, please do not hesitate to contact my Licensing Officer, Senior Constable Thomas Cooper, on 46324499.

Yours faithfully,



Ward Hanson
Superintendent
Commander
Camden Local Area Command

1st April 2014

Attachment:

1. Application for Re-establishment Alcohol Free Zone – Old Hume Hwy Camden

ORD07

Attachment 1

ORD07

Attachment 1



Application for the re-establishment of an Alcohol Free Zone Police Recommendation

Application Location: Old Hume Hwy Camden

The purpose of this form is to get Police information and recommendation on the re-establishment of an Alcohol Free Zone at the above location.

Police recommendations are critical to the process to establish an Alcohol Free Zone, as the success of the zone will be dependant on Police ability for enforcement.

This Police recommendation will become part of the report to Council regarding the re-establishment of an Alcohol Free Zone.

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Do Police believe the Alcohol Free Zone at this location achieved a reduction in unacceptable street drinking. | NO |
| <i>Comments:</i> Recorded incident categories for this location for period 2010 to 2013, do not record any incidents of street drinking in this AFZ. All incidents involve drinking prior to being in the location. | |
| Do Police statistics/information support the area being re-established as an Alcohol Free Zone. | NO |
| <i>If YES, please provide information.</i> | |
| Do Police believe that re-establishing the area as an Alcohol Free Zone will continue to assist in addressing issues of: | |
| Malicious damage to property - 1 x recorded incident | NO |
| Instances of alcohol related offensive behavior - 3 x recorded incidents | YES |
| Other crimes committed as a result of street drinking - Nil recorded incidents | NO |
| <i>Comments:</i> | |
| Do Police agree that the area should be re-established as an Alcohol Free Zone | NO |
| <i>Comments:</i> There are a total of 22 recorded incidents that are alcohol related at this location during the period 2010 to 2013. Nil persons recorded as consuming alcohol in this AFZ. Other incidents are Powers-Move On (5); Powers - Person Search (10); Vehicle Search (1); Intoxicated Person (1); Prohibited Article/Weapon (1) | |
| Do Police recommend an extension or reduction of the Alcohol Free Zone | NO |
| <i>If yes, please provide location and details:</i> | |
| Police crime statistics do not support the re-establishment of this AFZ | |
| Can Police continue to enforce the Zone | YES |
| <i>Comments:</i> Camden Police will enforce all AFZ established by the Camden Council. | |

Form completed by: Senior Constable Thomas Cooper

Title: Licensing Officer - Camden LAC

Signature: T. J. Cooper

Date: 28/03/14



CAMDEN LOCAL GOVERNMENT AREA
PEDESTRIAN ACCESS AND
MOBILITY PLAN 2014



ORD08

Attachment 1

Camden LGA PAMP 2014



| | | |
|------|------------------------------------------------|----|
| 1.0 | INTRODUCTION | 3 |
| 1.1 | BACKGROUND | 3 |
| 1.2 | STUDY OBJECTIVES | 3 |
| 1.3 | WHO IS A PEDESTRIAN? | 4 |
| 1.4 | METHODOLOGY OF PAMP | 4 |
| 2.0 | STUDY AREA | 5 |
| 2.1 | STUDY AREA | 5 |
| 3.0 | CHARACTERISTICS OF CAMDEN LGA | 7 |
| 3.1 | POPULATION | 7 |
| 3.2 | JOURNEY TO WORK DATA | 8 |
| 3.3 | ROAD HIERARCHY | 9 |
| 3.4 | PUBLIC TRANSPORT | 11 |
| 4.0 | RESEARCH, REVIEW AND DATA COLLECTION | 13 |
| 4.1 | LITERATURE REVIEW | 13 |
| 4.2 | TRAFFIC AND PEDESTRIAN DATA | 16 |
| 4.3 | PEDESTRIAN CRASH DATA | 17 |
| 5.0 | DRAFT PAMP ROUTES | 21 |
| 5.1 | NARELLAN | 21 |
| 5.2 | NARELLAN VALE | 22 |
| 5.3 | ELDERSLIE | 23 |
| 5.4 | CATHERINE FIELD | 24 |
| 5.5 | MOUNT ANNAN | 25 |
| 5.6 | HARRINGTON PARK | 26 |
| 5.7 | CURRANS HILL | 27 |
| 5.8 | SMEATON GRANGE | 28 |
| 5.9 | CAMDEN | 29 |
| 5.10 | CAMDEN SOUTH | 30 |
| 5.11 | GRASMERE | 31 |
| 5.12 | COBBITY | 32 |
| 5.13 | BRINGELLY | 33 |
| 6.0 | PHYSICAL WORK SCHEDULES | 34 |
| 6.0 | CONCLUSIONS AND RECOMMENDATIONS | 40 |
| 6.1 | CONCLUSIONS | 41 |
| 6.2 | RECOMMENDATIONS | 43 |
| 7.0 | APPENDICES | 44 |
| 7.2 | PEDESTRIAN & CYCLE NETWORKS - DEVELOPING AREAS | 45 |

Camden LGA PAMP 2014



1.0 INTRODUCTION

1.1 BACKGROUND

Camden Local Government Area (LGA) is steeped in heritage, adventure and natural charm, with an expected population growth from 55,000 to 250,000 people over the next 30 years. Located just 60km south west of Sydney, Camden boasts that rural feel of yesterday, with all the luxuries and conveniences of today, offering locals and visitors the best of both worlds. It provides an exciting mix of heritage, new suburbs, and revitalisation of business centres and expansion of its employment lands.

To prepare for the expected population growth and ensure safe and convenient facilities for the community and its visitors moving into the future, Camden Council has reviewed the *Camden Local Government Area Pedestrian Access and Mobility Plan (PAMP) 2003*. The review has been undertaken in order to re-evaluate the previously recommended pedestrian networks and prioritised engineering actions in line with current information and behaviours and recommends new actions.

The PAMP has been prepared in conjunction with a number of documents including

The *Camden LGA PAMP 2014* has been prepared by Camden Council with funding assistance from Roads and Maritime Services (RMS) and aims to co-ordinate investment in safe, convenient and connected pedestrian routes within the Camden LGA.

1.2 STUDY OBJECTIVES

The Camden LGA PAMP 2014 seeks to:

1. Facilitate improvements in the level of pedestrian access and priority;
2. Identifies enhanced pedestrian crossing opportunities;
3. Identify and seeks to resolve pedestrian crash clusters;
4. Facilitate improvements in the level of personal mobility and safety for younger and older pedestrians and those with disabilities;
5. Provides links with existing and proposed bus services;
6. Completes missing links in the pedestrian network; and
7. Promote environmental sustainability and health and wellbeing of Camden LGA residents and visitors through the promotion of walking.



Camden LGA PAMP 2014



1.0 INTRODUCTION

1.3 WHO IS A PEDESTRIAN?

A pedestrian includes:

- a person travelling on foot, whether walking or running;
- a person driving a motorised wheelchair that cannot travel over 10 kilometres per hour (on level ground);
- a person in a non-motorised wheelchair;
- a person pushing a motorised or non-motorised wheelchair;
- a person in or on a wheeled recreational device or wheeled toy.

Everyone is a pedestrian at some stage in their journey. This means pedestrians are a highly diverse road user group which includes children, older people, teenagers, joggers, the disabled and mobility impaired, and people using wheeled toys or recreational devices such as skateboards, rollerblades and foot scooters.¹ Pedestrians are particularly vulnerable in the road environment because most other road users are moving significantly faster than pedestrians, and pedestrians have little or no bodily protection in the event of a collision.¹

1.4 METHODOLOGY OF PAMP

The Camden LGA PAMP 2014 has been prepared by:

1. Reviewing the Camden LGA PAMP 2003;
2. Collecting data such as population characteristics and journey to work data;
3. Identifying key pedestrian destinations and attractors, such as shopping centres, parks, schools and public transport routes;
4. Determining pedestrian routes within catchment areas surrounding these destinations and attractors;
5. Undertaking peak hour pedestrian counts;
6. Collecting pedestrian crash data;
7. Prioritising pedestrian routes for review and upgrade;
8. Seeking community feedback on prioritised routes and facilities;
9. Reviewing the submissions and conducting pedestrian route audits along prioritised PAMP routes;
10. Finalising the final plan and costing of prioritised works.

¹ <http://roadsafety.transport.nsw.gov.au/stayingsafe/pedestrians/index.html>

Camden LGA PAMP 2014



2.0 STUDY AREA

2.1 STUDY AREA

Camden LGA is made up of established suburbs, such as Narellan, Elderslie, Currans Hill, Mount Annan, Harrington Park and Camden and emerging suburbs such as Leppington, Oran Park and Gregory Hills. The Camden LGA PAMP 2014 has been undertaken with a focus on the established suburbs, with the exception of Camden Town Centre, which is concurrently being studied as part of the *Traffic and Transport Study for Camden Town Centre* (2013). The emerging suburbs were not included in this study given that many are currently under construction and their pedestrian routes and facilities are being identified and implemented via the Development Assessment process and through Section 94 contributions made by developers.

The Camden LGA PAMP 2014 study area has been generally defined to include the following suburbs refer to figure 2.1:

1. Narellan Vale;
2. Narellan;
3. Elderslie;
4. Catherine Field;
5. Mount Annan;
6. Harrington Park;
7. Currans Hill;
8. Smeaton Grange
9. Camden;
10. Camden South;
11. Grasmere;
12. Cobbity; and
13. Bringelly.

ORD08

Attachment 1

Camden LGA PAMP 2014



2.0 STUDY AREA

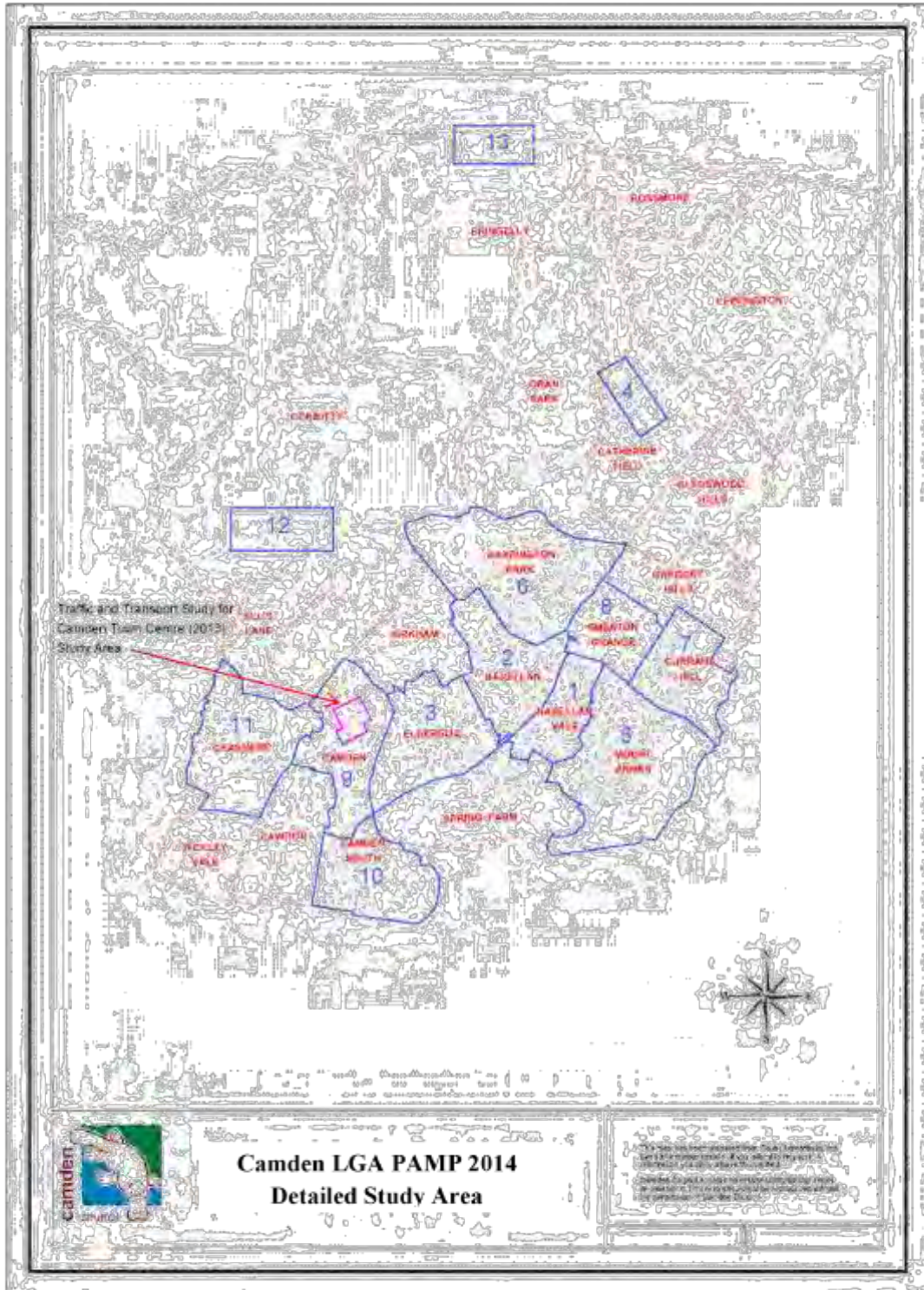


Figure 2.1



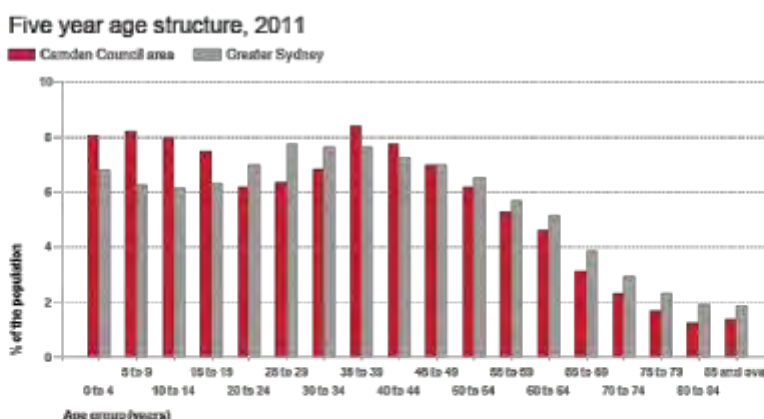
Camden LGA PAMP 2014

3.0 CHARACTERISTICS OF CAMDEN LGA

3.1 POPULATION

In 2011 the population of Camden LGA was 56,720, with a slightly higher proportion of females (50.8%) than males (49.2%). The majority of the population is aged between 18 and 59 years of age (56.7%), however the proportion of babies and pre-, primary and secondary school children (28.9%) is high when compared with the Greater Sydney Area (22.9%). The proportion of the population 60 years of age or older (14.3%) was lower when compared with the Greater Sydney Area (18%).

There were 19,355 dwellings with an average household size of 3.03. Over the next 30 years the population is expected to grow to 250,000. Unemployment levels are low at 4.0%, compared to 5.7% in the Greater Sydney Area.



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Used with permission of Camden Council and presented in the City ID, the page in this report).

id in the City ID
Figure 3.1

IMPLICATIONS FOR PAMP

Camden LGA's higher than average proportion of babies and pre-, primary and secondary school children (28.9%) suggests a greater need to focus on providing safe and efficient pedestrian facilities, particularly around schools, parks and fields, public transport routes and other locations that attract children and the adults that supervise them.

Children have a high dependency on walking as a principal mode of transport, often combined with public transport use. They are vulnerable road users, given that they are smaller, harder to see, can behave unpredictably and their lack of road experience means it can be difficult for them to identify and navigate dangerous situations. Children are also faced with high densities of cars parking, driving and maneuvering around areas of high activity in peak periods, such as schools, playing fields and public transport interchanges.

Although the proportion of the population 60 years or older is under-represented when compared with the Greater Sydney area, serious consideration of pedestrian facilities around local shops, libraries and retirement villages is necessary. Despite being experienced road users, this age group may not be as agile or alert as younger people and is over-represented in pedestrian crash statistics.

Camden LGA PAMP 2014



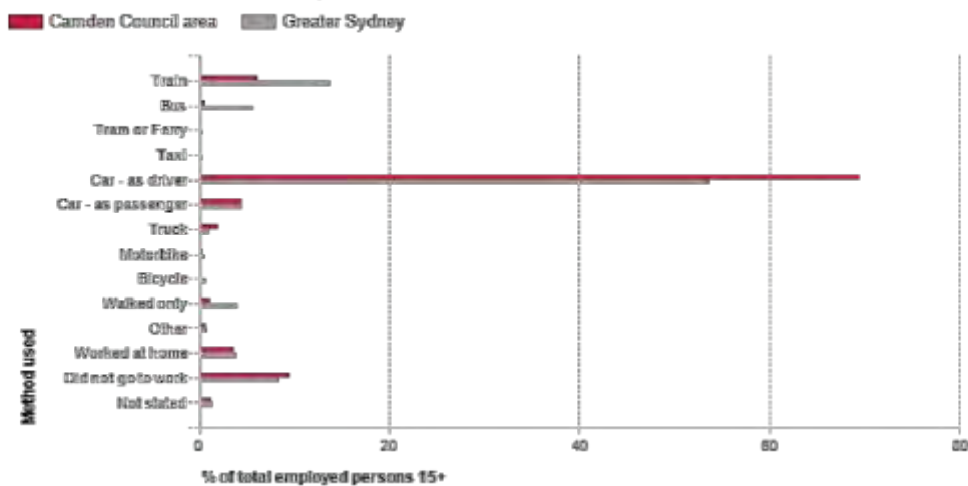
3.0 CHARACTERISTICS OF CAMDEN LGA

3.2 JOURNEY TO WORK DATA

In 2011, 1.1% of the population (324 people) in the Camden LGA identified walking as their only mode of transport to and from work, as compared with 4.1% in the Greater Sydney Area. Another 6.9% of the population (1,940 people) caught public transport (train or bus), compared with 19.6% of people in the Greater Sydney Area. 69.4% of the population (21,730) drove in private vehicles (car – as driver, car – as passenger, motorbike, or truck) compared with 53.8% of people in the Greater Sydney Area. 68% of households in Camden LGA had access to two or more motor vehicles, compared to 44% in Greater Sydney.

The proportion of residents that lived and work within Camden LGA was 27.5% whereas 60.5% of residents worked outside of the area.

Method of travel to work, 2011



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Revised data)
Compiled and presented in profile by ID, the population experts.

id the population experts
Figure 3.2

3.3 LAND USE

The current land uses within the Camden LGA include a mixture of rural, industrial, residential and commercial areas. The land use of Camden is rapidly changing due the increasing provision of new residential developments within the LGA. Camden is part of the South West growth Centre and the rezoning of rural areas for new residential development will increase the residential population significantly in the next 30 years.

Camden LGA PAMP 2014



3.0 CHARACTERISTICS OF CAMDEN LGA

IMPLICATIONS FOR PAMP

In comparison to the Greater Sydney Area, relatively low numbers of Camden LGA residents walk or use public transport to travel to and from work, whilst a heavy reliance on private vehicle use is clear.

A fast growing population will be met with a significant growth of the transport network, including heavy rail infrastructure and higher frequency, more direct bus services. This potential for change in travel behaviour will present the community with the opportunity to significantly reduce its reliance on the private motor vehicle. As such, tools like this PAMP are vital in ensuring that, in this particular case, the established suburbs within Camden LGA are prepared through the construction of footpaths and associated crossing infrastructure to support walking as a vital link in this new transport network.

3.3 ROAD HIERARCHY

Roads are classified as follows:

- Arterial (State) – predominantly carry through traffic from one region to another forming principal avenues of communication for urban traffic movements;
- Sub-Arterial (Regional) – connect the arterial road to areas of development and carry traffic directly from one part of a region to another. They may also relieve traffic on arterial roads in some circumstances;
- Collector – connect the sub arterial roads to the local road system in developed areas, and;
- Local – these are used solely as local access roads.

Figure 3.3 details the various road classifications within the Camden LGA. State/Arterial Roads include Camden Valley Way (north of Narellan Road) and The Northern Road, which connect Camden LGA with Liverpool LGA, Narellan Road, an east-west road linking Camden LGA with Campbelltown LGA and Camden Bypass and Old Hume Highway (south of Burratorang Road), north-south roads that connect Camden LGA with Wollondilly LGA.

The Regional/Sub-Arterial Roads within the study area include Camden Valley (south of Narellan Road), Burratorang Road, Cawdor Road, Murray Street, Broughton Street, Old Hume Highway (north of Camden Bypass), Argyle Street and Camden Valley Way (south of Narellan Road).

There are numerous Collector Roads found within Camden LGA which form connections between the arterial and subarterial road network and the Local Road network.

Camden LGA PAMP 2014



IMPLICATIONS FOR PAMP

The State/Arterial Road network within Camden LGA creates challenges in providing safe crossing opportunities for pedestrians, given the large volumes of traffic and higher traffic speeds that occur on these roads. At the same time these roads provide opportunity to encourage walking through the provision of bus stops and related services that operate along these roads, connecting major attractors within and around the Camden LGA, including shopping centres, railway stations, and recreational facilities. These roads are under the control of RMS and generally require the provision of traffic signals or grade separated facilities to allow for safe pedestrian crossing opportunities.

The sub-arterial road network can also carry high traffic volumes and pedestrians often require suitable crossing facilities, such as signals and refuge islands, to enable safe and efficient movements across these roads. Collector and local roads are often treated with pedestrian crossings (zebra), children's crossings and refuge islands along pedestrian desire lines.

The provision of footpaths along defined routes in all of these road types is necessary in ensuring a connected system that encourages safe and efficient pedestrian movement between land use/attractors and generators.

Camden LGA PAMP 2014



3.0 CHARACTERISTICS OF CAMDEN LGA

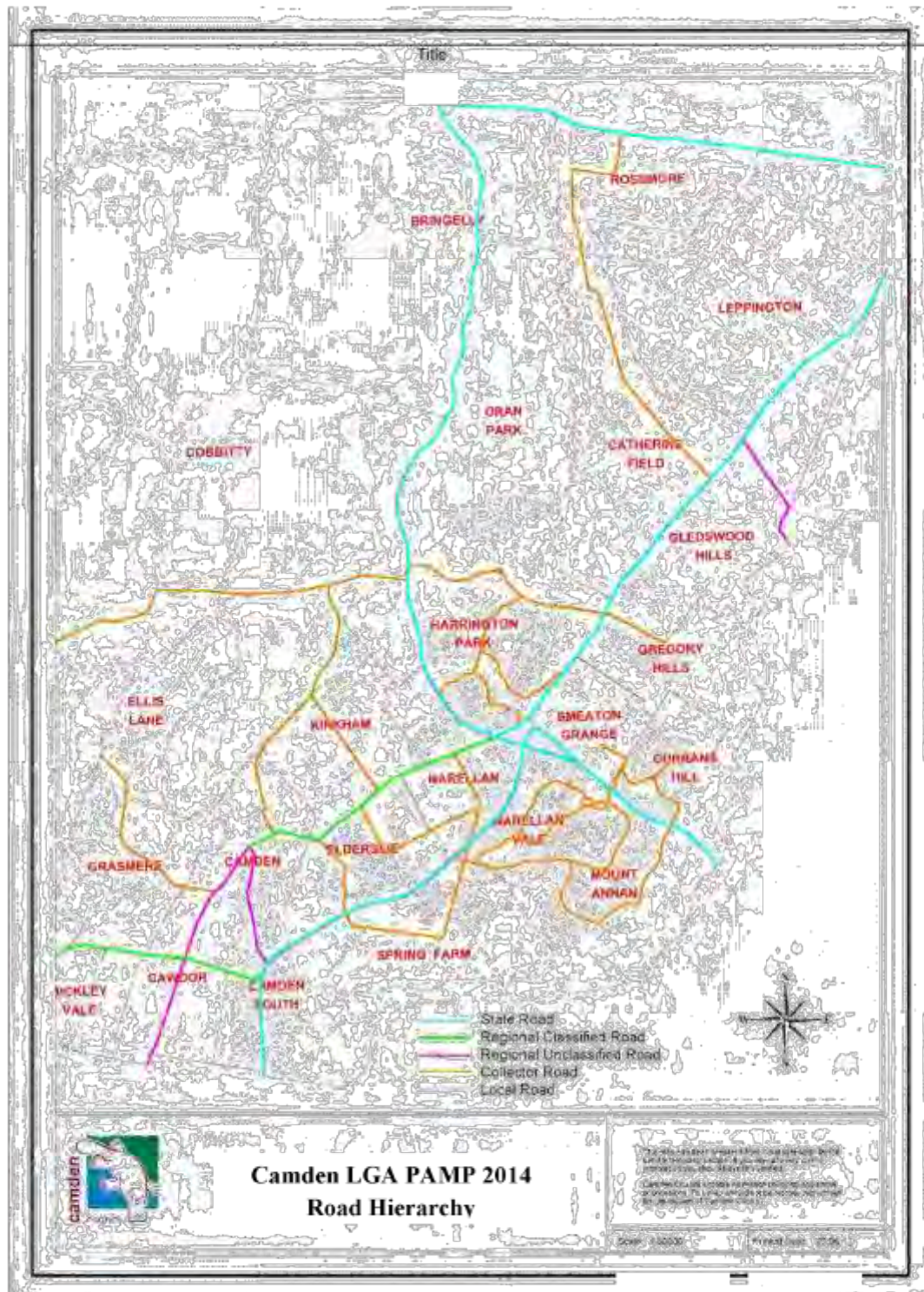


Figure 3.3

Camden LGA PAMP 2014



3.0 CHARACTERISTICS OF CAMDEN LGA

3.4 PUBLIC TRANSPORT

The bus routes shown in Figure 3.4 provide general coverage of the established suburbs within Camden LGA and form links with the surrounding LGAs.

Leppington Railway Station will be located within Camden LGA, forming part of the South West Rail Link (SWRL), expected to commence operation in 2016. Camden LGA will benefit significantly from the construction of the SWRL, which will form part of an efficient public transport system with frequent and reliable links to major centres such as the Sydney CBD, Parramatta and Liverpool. Campbelltown, Macarthur and Leumeah Railway Stations (Campbelltown LGA) also connect Camden LGA, via bus services, providing direct services to the City, Liverpool and Sydney Airport, with connecting lines to other Sydney destinations.

IMPLICATIONS FOR PAMP

The existence of bus routes and associated stops creates the need for safe and convenient footpath networks and crossing facilities that enable bus patrons to travel between their homes and local destinations and the bus services. Ensuring that bus stops throughout the Camden LGA are suitably connected with pedestrian infrastructure will help make public transport use more attractive and encourage new users into the system.

As development continues within the Camden LGA and bus services are improved with more frequent and reliable links to significant destinations, particularly Leppington Railway Station, Council has the opportunity to support the modal shift from the private vehicle to more sustainable modes of transport. The implementation of walking infrastructure around bus stops will form an integral part in creating a more attractive public transport system.

Camden LGA PAMP 2014



3.0 CHARACTERISTICS OF CAMDEN LGA

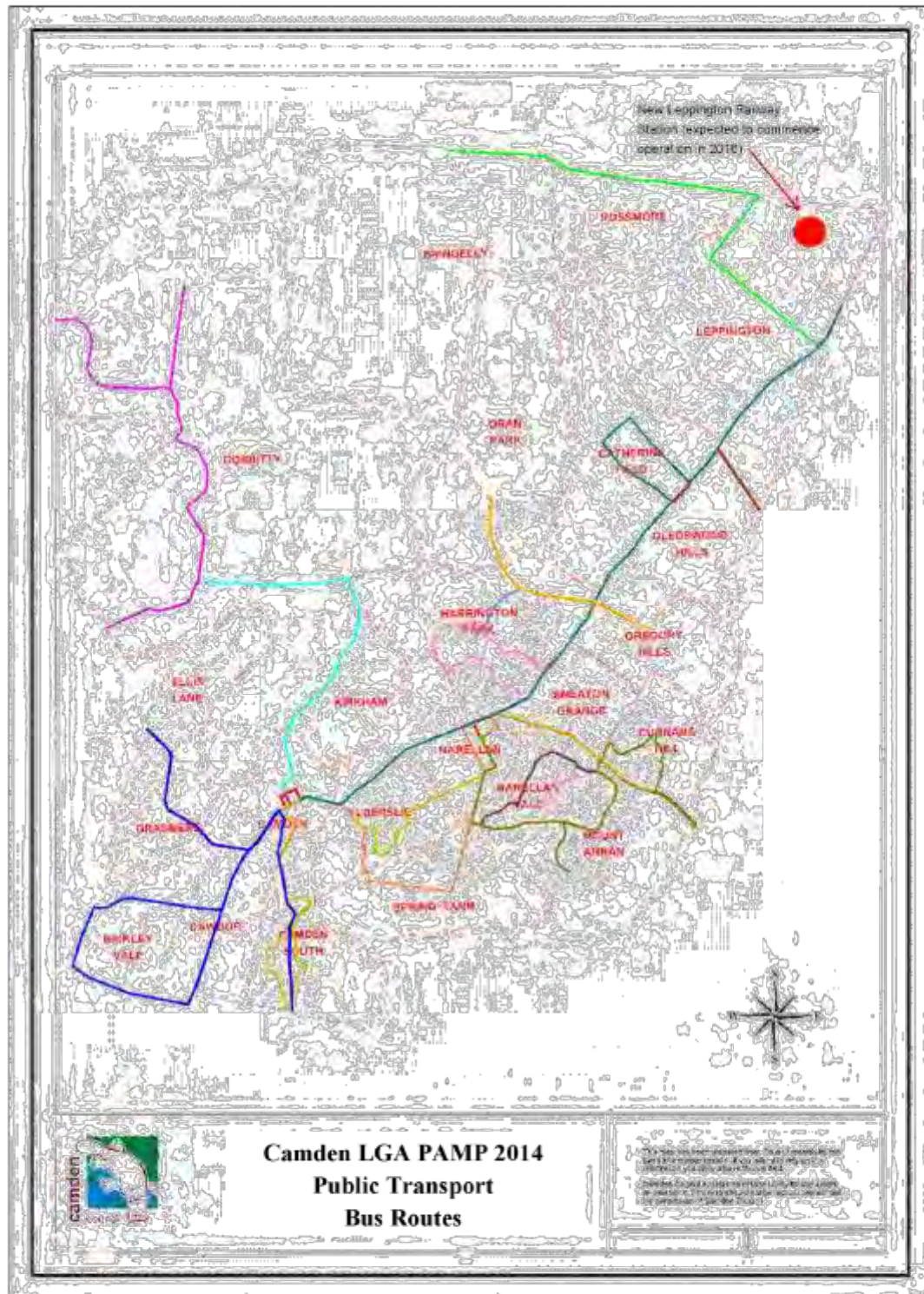


Figure 3.4

Camden LGA PAMP 2014



4.0 RESEARCH, REVIEW AND DATA COLLECTION

4.1.1 CAMDEN DEVELOPMENT CONTROL PLAN (DCP) 2011

The *Camden DCP 2011* states that Camden is striving towards a safe and well maintained pedestrian and cycle network by monitoring, maintaining and expanding the network of footpaths and cycle lanes. The *Camden 2040 Community Strategic Plan* has acknowledged the need to provide increased walkability and linkages to and between dwellings, public transport, shopping centres and recreational facilities.

The objectives as stated in the *Camden DCP 2011* are to:

1. Provide a convenient, efficient and safe network of pedestrian and cycleway paths for the use of the community, within and beyond the Camden LGA.
2. Encourage residents to walk or cycle, in preference to using motor vehicles, as a way of gaining access to the schools, shops, and local community and recreation facilities.
3. Promote the efficient use of land by allowing pedestrian pathways and cycleways to be located within parks and corridors wherever practical.
4. Encourage and facilitate the use of existing and planned recreational routes for all residents of and visitors to Camden LGA.
5. Develop pedestrian and cycle routes that are accessible for all types of users.
6. Provide connections between existing or planned pedestrian and cycle paths which adjoin the urban release area.

4.1.2 CAMDEN LOCAL GOVERNMENT AREA PEDESTRIAN ACCESS AND MOBILITY PLAN 2003 (CAMDEN LGA PAMP 2003)

The *Camden LGA PAMP 2003* considered a study area smaller than that considered in this report. It did however similarly focus on the provision of safe and efficient pedestrian routes surrounding important attractors such as retirement villages, schools and shopping centres. A works schedule was completed proposing works based on high priority (1-5 years) and low priority (6-10 years) and included new construction as well as upgrading of existing facilities where required. Some of these proposed works have been implemented whilst other works remain incomplete to date.

The *Camden LGA PAMP 2003* did recommend that Council undertake a more detailed pedestrian plan for Camden Town Centre considering the high number of pedestrian crashes that are occurring on Argyle Street, the operation of multi-lane roundabouts and a

Camden LGA PAMP 2014



4.0 RESEARCH, REVIEW AND DATA COLLECTION

proposal to reduce speed limits to improve pedestrian safety. At the time of compiling this report the *Traffic and Transport Study for Camden Town Centre* (2013) was being prepared with a view to consider these matters previously identified.

Mount Annan Town Centre and the Development Application process were also identified as key areas to consider for Council in improving pedestrian safety and in the provision of efficient and usable pedestrian networks.

4.1.3 CAMPBELLTOWN AND CAMDEN COUNCILS INTEGRATED TRANSPORT STRATEGY – Final Report September 2006

The Campbelltown and Camden Councils Integrated Transport Strategy was prepared to provide improved transport options for residents of Camden and Campbelltown, to reduce the dependence on the private motor vehicle and to encourage residents of the region to make more sustainable transport choices.

Walking and cycling strategies recommended by the report that are consistent with and supportive of the Camden LGA PAMP 2014 are listed below:

- Define objectives for the future walking and cycling environment and confirm the validity of existing pedestrian and bicycle plans and extend for new development areas.
- Complete the identified pedestrian and cycle network as outlined in current pedestrian and bike plans.
- Review standards for the public domain to ensure consistency and quality, particularly in town centres (e.g. path design, street furniture, lighting, kerb ramps and pedestrian crossings).
- Require high quality pedestrian and bicycle facilities along major roads for new and reconstructed roads. The level of segregation and design of such facilities should be related to the role of the road (i.e. road hierarchy and traffic conditions).
- Review and implement road safety plans to improve the safety of pedestrians and cyclists.
- Review pedestrian domain to ensure equitable access for disabled and mobility impaired users.

Camden LGA PAMP 2014



4.0 RESEARCH, REVIEW AND DATA COLLECTION

4.1.6 PLANNING GUIDELINES FOR WALKING AND CYCLING 2004 – NSW Government

The Planning Guidelines for Walking and Cycling 2004 aim to assist land-use planners and related professionals to improve consideration of walking and cycling in their work. Planning has an important role to play, particularly as it influences urban form, which sets the scene for walkability and cycleability for decades to come. It is anticipated that improving practice in planning for walking and cycling will create more opportunities for people to live in places with easy walking and cycling access to urban services and public transport. This will help reduce car use and create healthier neighbourhoods and cities.²

4.1.4 FOOTPATH NETWORK GAPS AND PEDESTRIAN LINKS

The Camden LGA *Footpath Network Gaps and Pedestrian Links* spread sheet identifies locations where the provision of footpath is required to complete a pedestrian link, such as a connection between a bus stop and a shopping centre or where footpath is missing in the vicinity of a school, making walking less attractive.

This document prioritises the proposed locations for upgrade as follows:

Priority 1: residential area bus routes to provide step free, level access (on one side as a minimum), requests for schools and pre-schools to provide enhanced pedestrian access and connections to bus stops on main roads to provide step free, level access.

Priority 2: industrial area bus routes to provide step free, level access and strategic pedestrian and cycle links.

Priority 3: Requests received for local roads and recreational trails (unless grant funding component available).

Locations identified in the *Footpath Network Gaps and Pedestrian Links* were considered and included where necessary in the preparation of the Camden LGA PAMP 2013 routes.

2. Planning Guidelines for Walking and Cycling 2004 – NSW Government - Summary

Camden LGA PAMP 2014



4.0 RESEARCH, REVIEW AND DATA COLLECTION

4.2.1 TRAFFIC AND PEDESTRIAN DATA

Pedestrian counts were undertaken at a number of locations within Camden LGA (See Figure 4.3), where a potential for pedestrian crossing enhancement had been identified. The purpose of the counts was to determine the number of pedestrians and vehicles at each location in order to propose and prioritise appropriate treatments. These pedestrian surveys undertaken are now a baseline on which annual reviews can be undertaken to measure growth.

It needs to be established that there is a realistic demand for a pedestrian facility. Facilities that are used infrequently may, in the case of time separated facilities, come to be ignored, or in the case of physical facilities, become an unnecessary obstruction in the roadway. Where demand is excessive for the type or size of facility provided, the facility may become a safety hazard for pedestrians and a disruption to vehicular traffic flow.³

The control of pedestrian/vehicle interaction can be achieved by means of one or more of the following strategies:

- (a) Time separation;
- (b) Spatial separation by use of physical pedestrian facilities;
- (c) Grade separation;
- (d) Advance warning of presence of pedestrians or pedestrian facilities.³

| Classification | Objectives | Treatments |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Time separated facilities | To minimise conflict between pedestrians and vehicles by allotting short time periods for use of section of road by pedestrians, alternating with periods for use by vehicles. | Pedestrian crossings (zebra) Children's crossings Pedestrian's actuated traffic signals (mid-block) Pelican crossings Pedestrians at signalized intersection |
| Physical pedestrian facilities | To increase the safety of pedestrians by use of physical aids within the roadway so as to reduce conflict between vehicles and pedestrians and simplify the decisions which both pedestrians and drivers have to make. | Pedestrian refuges Traffic islands Medians Kerb extensions Loading islands Safety zones Pedestrian fencing |
| Grade separation | To increase the safety of pedestrians by eliminating conflict between vehicles and pedestrians. | Subways and bridges |
| Warning signs | To warn of the presence of pedestrians or pedestrian facilities ahead. | |

Figure 4.2³

3. AS 1742.10-2009 Manual of Uniform Traffic Control Devices Part 10: Pedestrian Control and Protection



Camden LGA PAMP 2014

4.0 RESEARCH, REVIEW AND DATA COLLECTION

4.2.2 PEDESTRIAN COUNTS

| Location | Pedestrian flow per hour (AM & PM) | Vehicle traffic flow per hour (AM & PM) |
|------------------------------------------------------------------------------|---------------------------------------|--------------------------------------------|
| 1. Broughton Street, Camden, south of Little Byrne Street | 5 AM | 682 AM |
| | 2 PM | 747 PM |
| 2. Catherine Fields Road, Catherine Fields, north west of Centenary Place | 21 AM | 104 AM |
| | 6 PM | 129 PM |
| 3. Cawdor Road, Camden, adjacent to Camden RSL | 0 AM | 914 AM |
| | 8 PM | 826 PM |
| 4. Cobbity Road, Cobbity, adjacent to general store | 16 AM | 404 AM |
| | 29 PM | 479 PM |
| 5. Merino Drive, Elderslie, at Meriman Close | 14 AM | 381 AM |
| | 38 PM | 355 PM |
| 6. Werombi Road, Grasmere, north of Small Road | 0 AM | 381 AM |
| | 3 PM | 416 PM |
| 7. Waterworth Drive, Mount Annan, north of Welling Drive | 2 AM | 2159 AM |
| | 17 PM | 2278 PM |
| 8. Macarthur Road, Elderslie, north west of Purcell Street/Harrington Street | 2 AM | 397 AM |
| | 19 PM | 605 PM |
| 9. Macarthur Road, Elderslie, south east of Purcell Street/Harrington Street | 3 AM | 650 AM |
| | 0 PM | 605 PM |
| 10. Richardson Road, Narellan, north of Wilton Street | 2 AM | 715 AM |
| | 0 PM | 1038 PM |
| 11. Richardson Road, Narellan, south of Wilton Street | 8 AM | 862 AM |
| | 4 PM | 1038 PM |
| 12. Elyard Street, Narellan, between Queen Street and existing ped. crossing | 39 AM | 530 AM |
| | 47 PM | 581 PM |
| 13. Elyard Street, Narellan, at existing ped. crossing | 32 AM | 530 AM |
| | 89 PM | 581 PM |
| 14. Elyard Street, Narellan, west of Somerset Avenue | 13 AM | 528 AM |
| | 37 PM | 551 PM |
| 15. Somerset Avenue, Narellan, north of Slade Street | 12 AM | 504 AM |
| | 14 PM | 707 PM |
| 16. Fairwater Drive, Harrington Park, east of Harrington Parkway | 3 AM | 279 AM |
| | 11 PM | 206 PM |
| 17. Fairwater Drive, Harrington Park, west of Morton Terrace | 10 AM | 279 AM |
| | 47 PM | 227 PM |
| 18. Richardson Road, Narellan, north of Mowatt Street | 0 AM | 845 AM |
| | 3 PM | 863 PM |
| 19. Richardson Road, Narellan, south of Mowatt Street | 0 AM | 845 AM |
| | 2 PM | 863 PM |
| 20. Remembrance Driveway, Camden, north of Ulmarra Avenue | 3 AM | 1581 AM |
| | 3 PM | 1628 PM |
| 21. Remembrance Driveway, Camden, south of Elizabeth Macarthur Avenue | 2 AM | 1730 AM |
| | 0 PM | 1540 PM |
| 22. Remembrance Driveway, Camden, north of Armour Avenue | 0 AM | 1669 AM |
| | 2 PM | 1521 PM |
| 23. Remembrance Driveway, Camden, between Armour Avenue and Wire Lane | 0 AM | 1873 AM |
| | 0 PM | 1681 PM |
| 24. Caroline Chisholm Drive, Camden South, at Greenaway Avenue | 2 AM | 144 AM |
| | 2 PM | 130 PM |
| 25. Burraborang Road, Camden, west of Old Hume Highway | 3 AM | 735 AM |
| | 6 PM | 621 PM |

Figure 4.3

Camden LGA PAMP 2014



4.0 RESEARCH, REVIEW AND DATA COLLECTION

4.3.1 PEDESTRIAN CRASH DATA BY AGE GROUP

32 pedestrian crashes have been recorded in Camden LGA over the most recent five-year period of available data (2007 – 2011), as detailed in Figures 4.4 – 4.6. An analysis of this data reveals an over-representation of two age groups, children aged 10 – 14 years and adults aged 65 years and older. Pedestrian crashes recorded within the *Traffic and Transport Study for Camden Town Centre* study area have been included in this section in order to give a clear overview of the trends within the entire Camden LGA. However, an exclusion of the crashes recorded within that study area results in a total of 19 recorded pedestrian crashes within the rest of Camden LGA.

| Age group | 0-4 | 5-9 | 10-14 | 15-19 | 20-24 | 25-64 | 65+ | Unknown | Totals |
|---------------------|-----|------|-------|-------|-------|-------|-----|---------|--------|
| % population | 8.1 | 8.2 | 8 | 7.5 | 6.2 | 52.3 | 9.8 | 0 | 100 |
| Total ped crashes | 0 | 1 | 6 | 3 | 1 | 9 | 8 | 4 | 32 |
| % total ped crashes | 0 | 3.13 | 18.75 | 9.38 | 3.13 | 28.13 | 25 | 12.50 | 100 |
| Fatal ped crashes | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

Figure 4.4

IMPLICATIONS FOR PAMP

Children aged 10 -14 years often have a high dependency on walking as a principal mode of transport, combined with public transport use. They are vulnerable road users, given that they are smaller, harder to see, can behave unpredictably and their lack of road experience means it can be difficult for them to identify and navigate dangerous situations. This age group is considered to be further at risk given that it is in the unique position of transitioning from an age of close adult supervision whilst travelling to an age of relative travel independence. Consideration of travel routes to and from schools, playing fields and public transport interchanges is required to improve conditions for this age group.

Similarly, the over-representation of adults aged 65 years and older requires a consideration of pedestrian facilities around local shops, libraries and retirement villages and other facilities utilised by this age group. In contrast to the 10 -14 year age group, pedestrians within the over 65 year age group are generally experienced road users, however this age group may not be as agile or alert as younger people.

Camden LGA PAMP 2014



4.0 RESEARCH, REVIEW AND DATA COLLECTION

4.3.2 PEDESTRIAN CRASH DATA BY RUM CODE

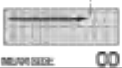



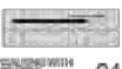





| Rum Code | Age 0-4 | Age 5-9 | Age 10-14 | Age 15-19 | Age 20-24 | Age 25-64 | Age 65+ | Unknown | Total |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------|-----------|-----------|-----------|-----------|----------|---------|-------|
|  NEAR SIDE 00 | 0 | 0 | 4 (29%) | 1 (7%) | 1 (7%) | 3 (21%) | 3 (21%) | 2 (14%) | 14 |
|  LINE ACROSS 01 | 0 | 1 (100%) | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
|  FAR SIDE 02 | 0 | 0 | 2 (33%) | 2 (33%) | 0 | 0 | 2 (33%) | 0 | 6 |
|  CARRIAGEWAY 03 | 0 | 0 | 0 | 0 | 0 | 1 (33%) | 1 (33%) | 1 (33%) | 3 |
|  WALKING WITH TRAFFIC 04 | 0 | 0 | 0 | 0 | 0 | 3 (75%) | 0 | 1 (25%) | 4 |
|  FACING TRAFFIC 05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  PLAYING, WORKING, LYING OR STANDING ON THE CARRIAGEWAY 06 | 0 | 0 | 0 | 0 | 0 | 1 (100%) | 0 | 0 | 1 |
|  CYCLING 07 | 0 | 0 | 0 | 0 | 0 | 1 (100%) | 0 | 0 | 1 |
|  OTHER PEDESTRIAN 09 | 0 | 0 | 0 | 0 | 0 | 0 | 1 (100%) | 0 | 1 |
|  OTHER 49 | 0 | 0 | 0 | 0 | 0 | 0 | 1 (100%) | 0 | 1 |
| Total pedestrian crashes | 0 | 1 | 6 | 3 | 1 | 9 | 8 | 4 | 32 |
| % total pedestrian crashes | 0.00 | 3.13 | 18.75 | 9.38 | 3.13 | 28.13 | 25 | 12.50 | 100 |
| % Camden LGA population | 8.1 | 8.2 | 8 | 7.5 | 6.2 | 52.3 | 9.8 | 0 | 100 |

Figure 4.5

The majority of recorded crashes are a result of a pedestrian being hit in either the near side lane (RUM Code 00) or far side lane (RUM Code 02). There are also a significant number of crashes involving pedestrians walking with traffic (RUM Code 04) and playing, working, lying or standing on the carriageway (RUM Code 03). The only recorded fatal pedestrian crash (RUM Code 49) involved a motor vehicle colliding with a mobility scooter. The total number of recorded crashes within Camden LGA has dropped significantly from 45 identified in the Camden LGA PAMP 2003 (over 5 year period between 1996 and 2001), which included 5 fatalities, to 32 identified in this report (over 5 year period between 2007 and 2011), including 1 fatality. This represents a reduction of approximately 30% in recorded pedestrian crashes.

Camden LGA PAMP 2014



4.0 RESEARCH, REVIEW AND DATA COLLECTION

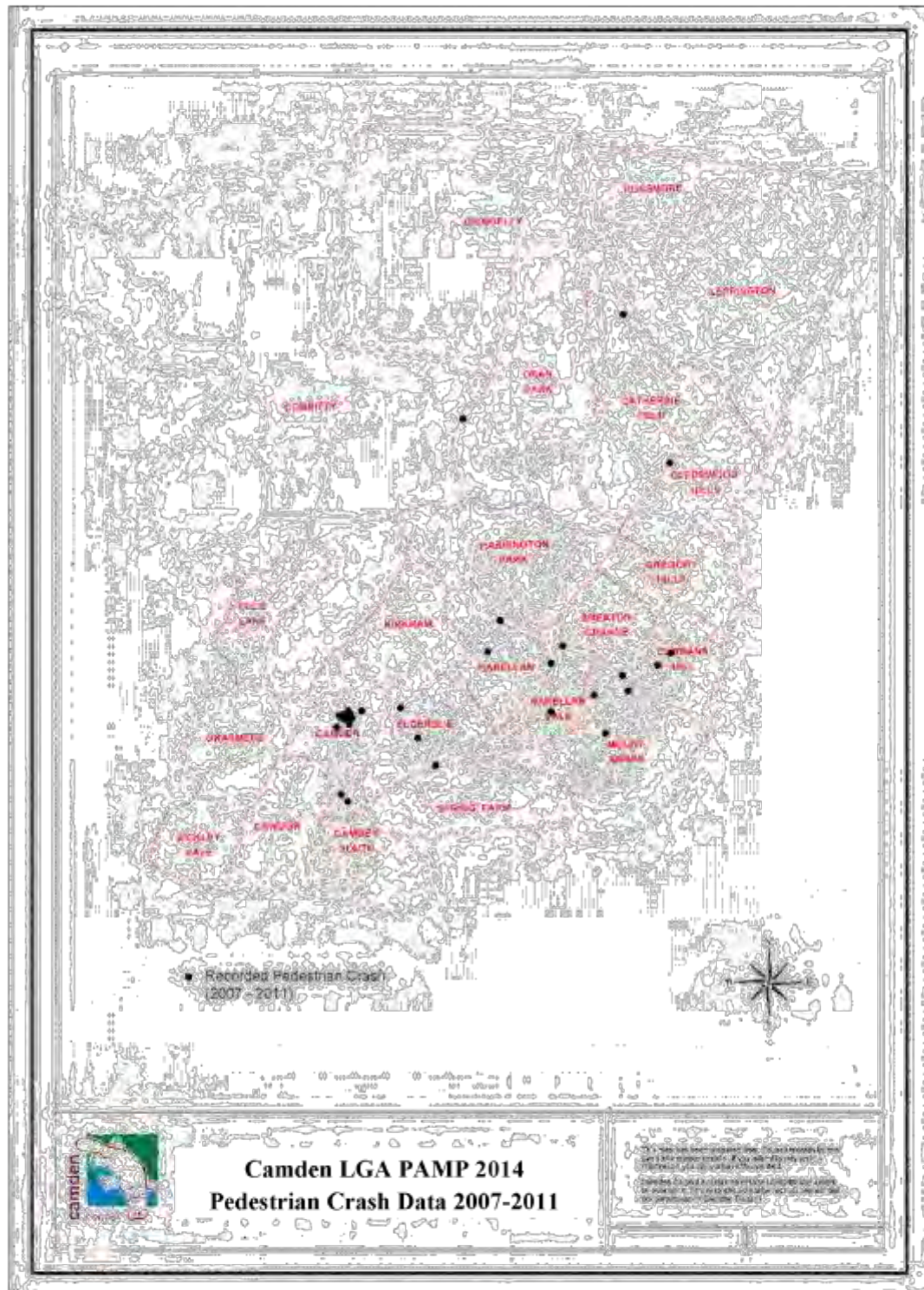


Figure 4.6

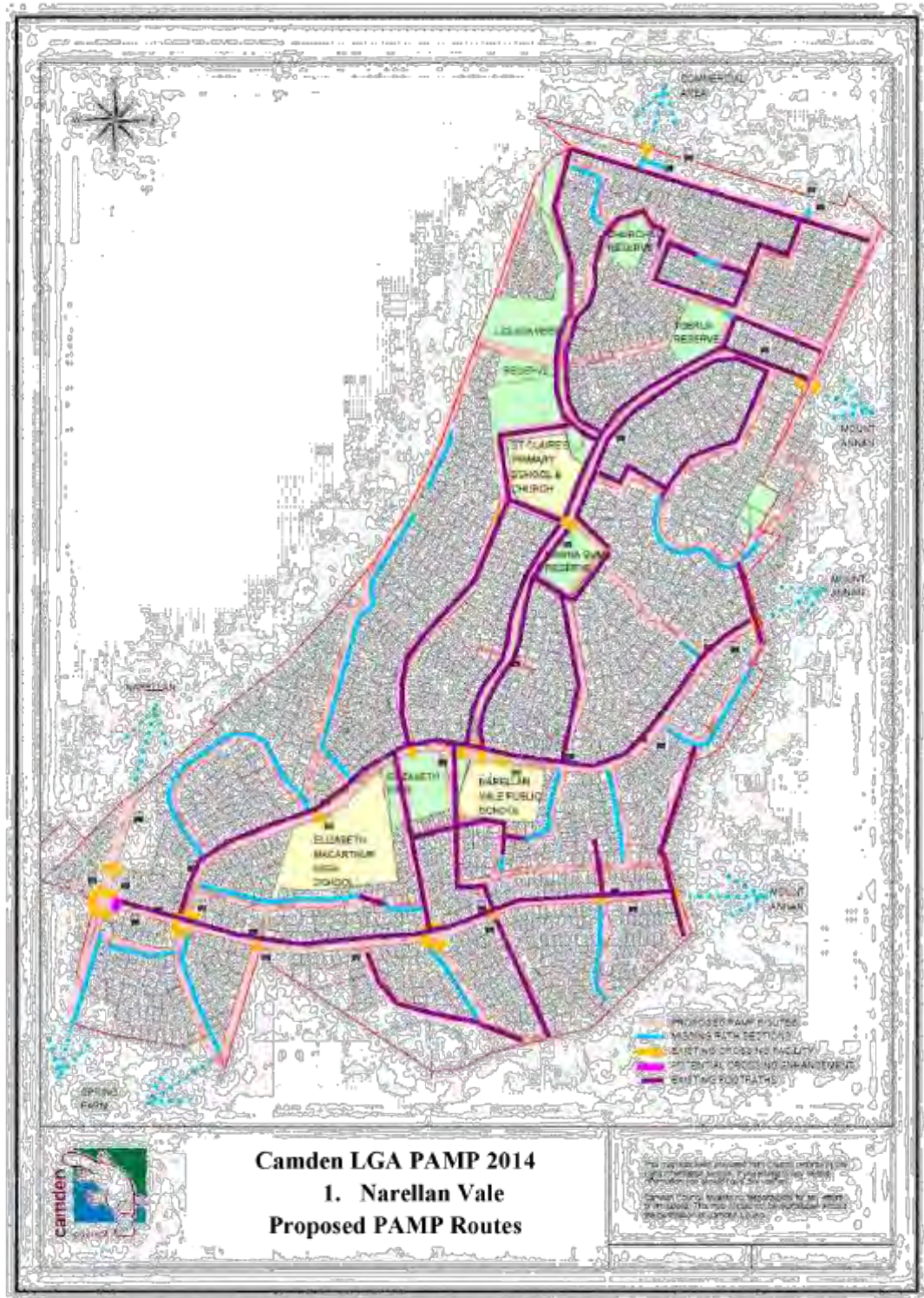
ORD08

Attachment 1

Camden LGA PAMP 2014



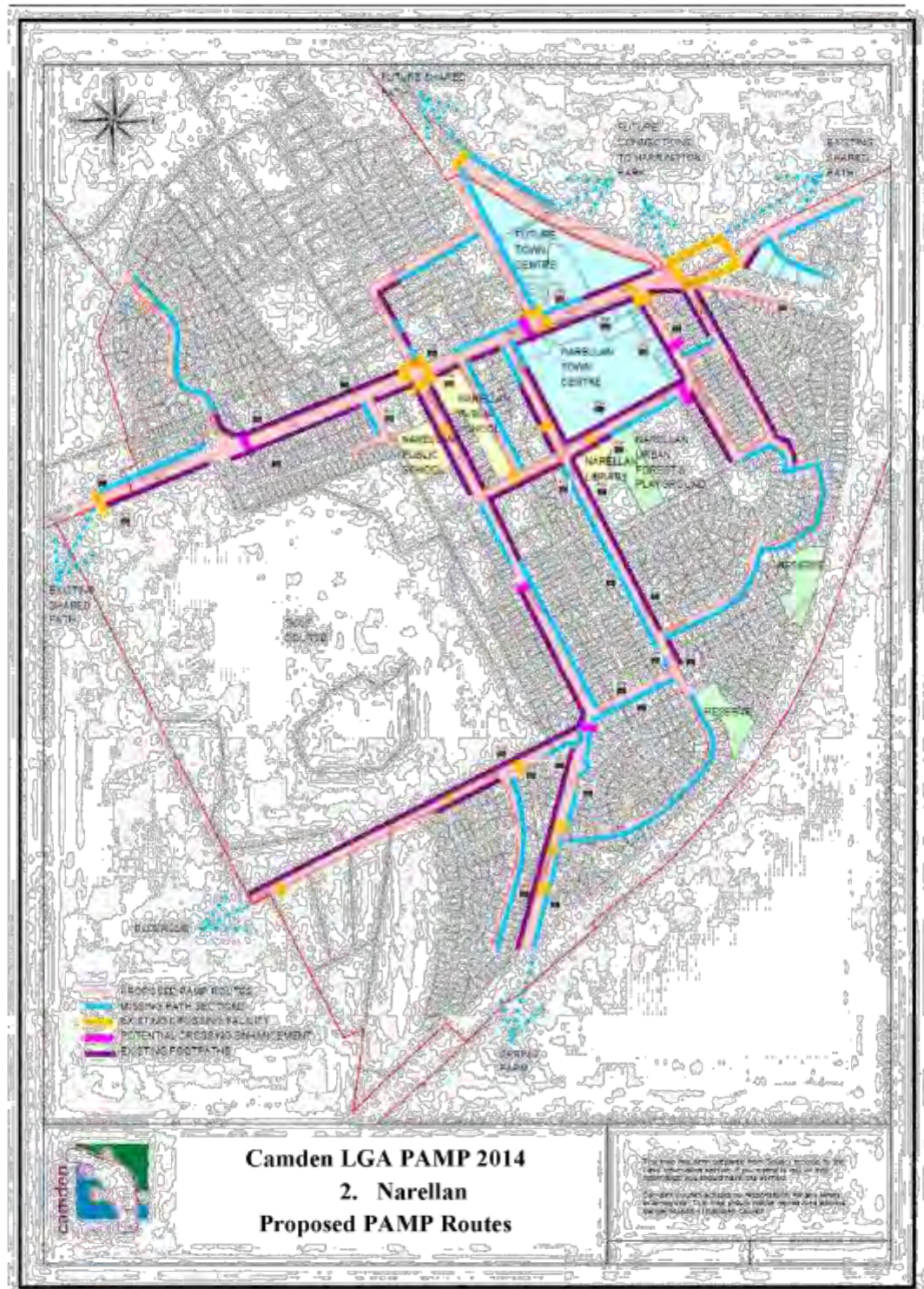
5.0 PAMP ROUTES



Camden LGA PAMP 2014



5.0 PAMP ROUTES



ORD08
 Attachment 1

Camden LGA PAMP 2014



5.0 PAMP ROUTES

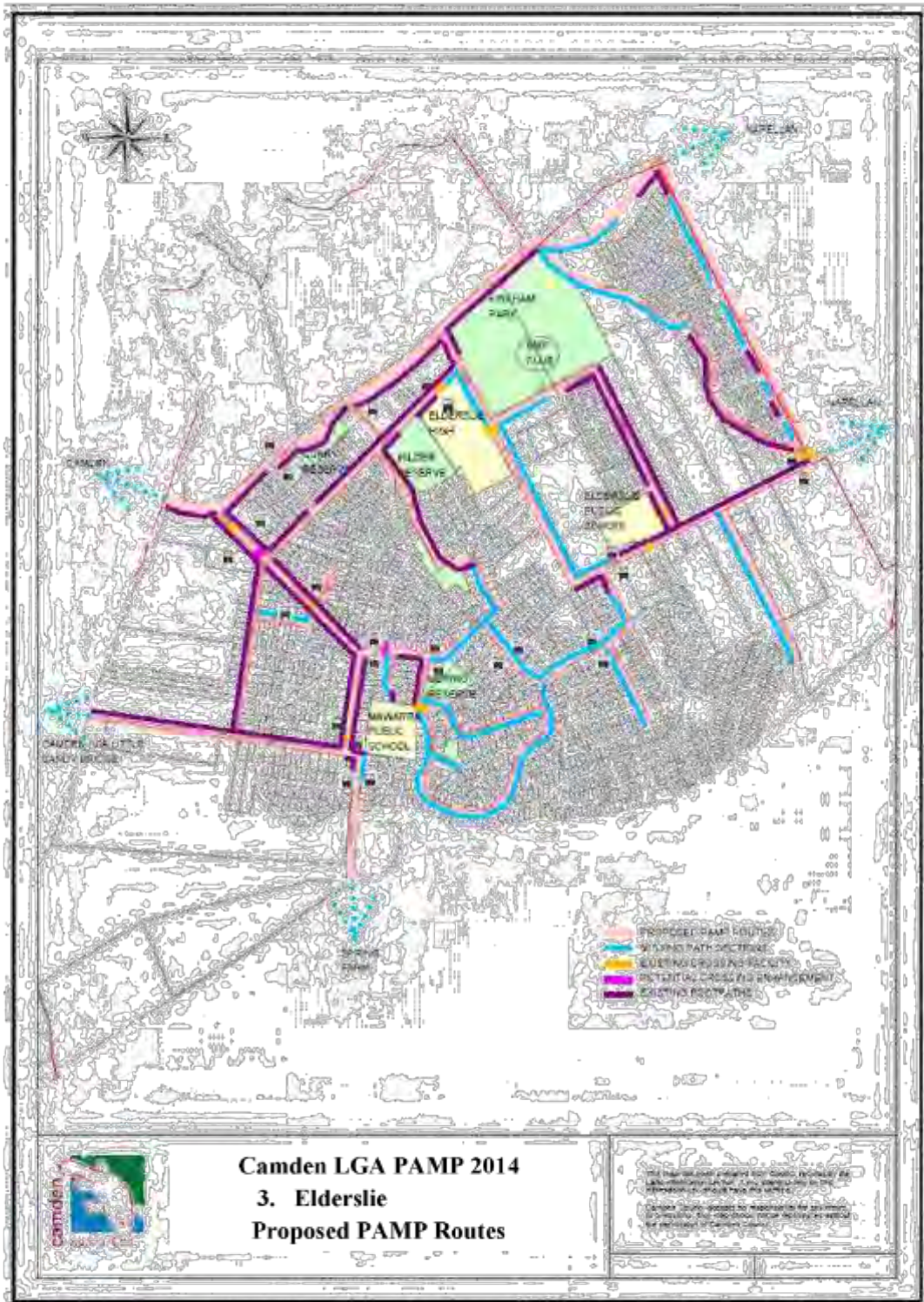


Figure 5.3

Camden LGA PAMP 2014



5.0 PAMP ROUTES

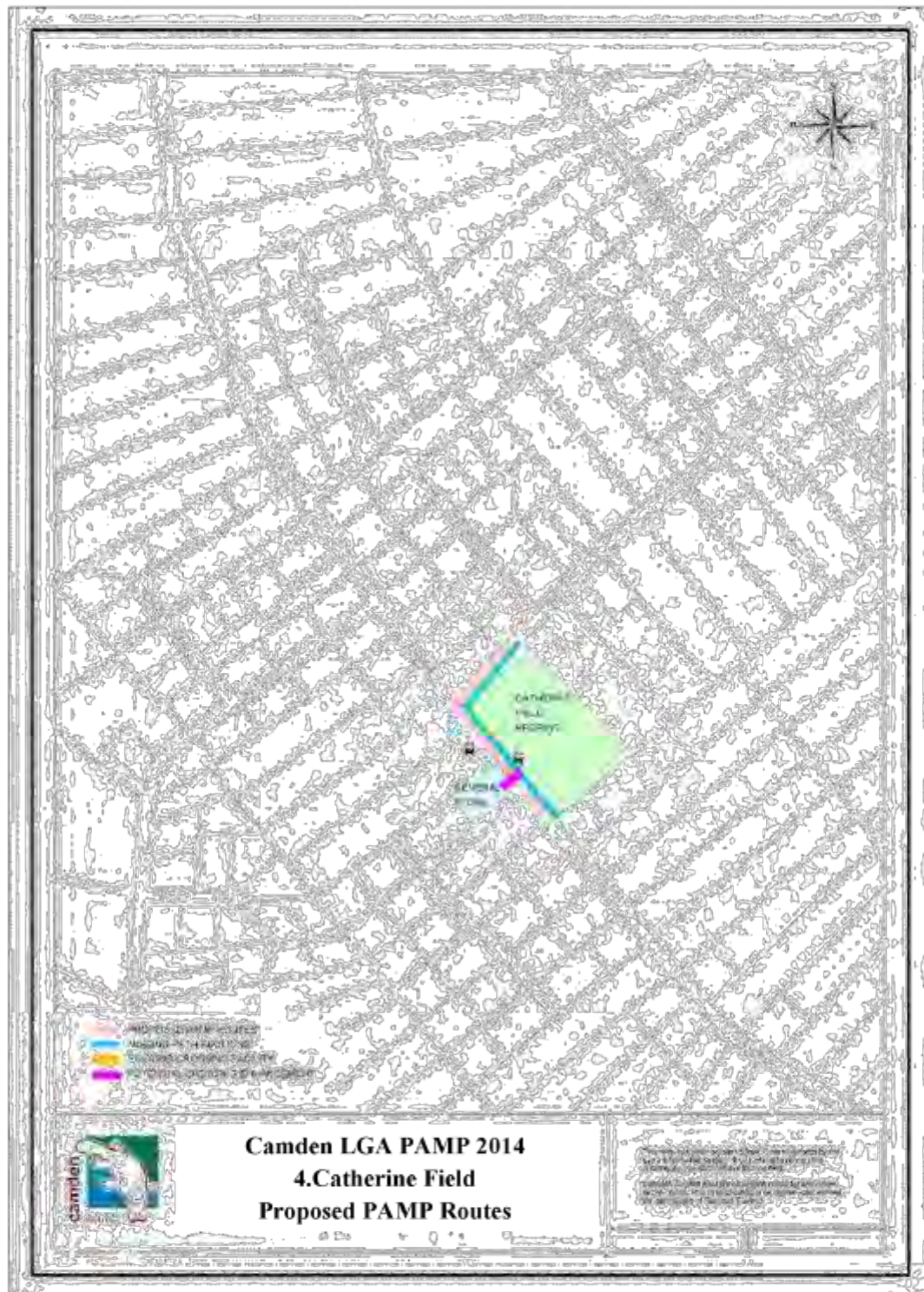


Figure 5.4

Camden LGA PAMP 2014



5.0 PAMP ROUTES

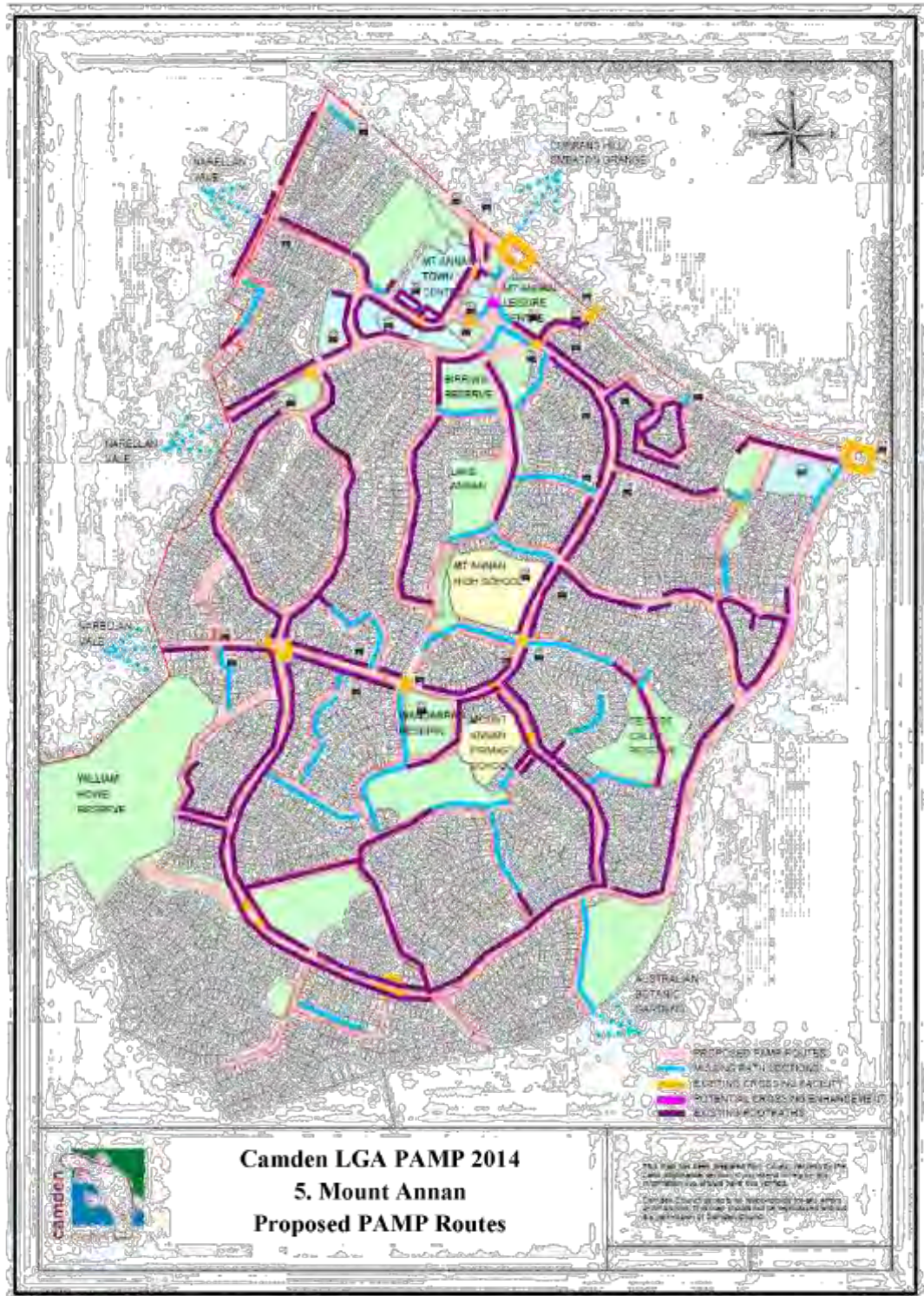


Figure 5.5

Camden LGA PAMP 2014



5.0 PAMP ROUTES



Figure 5.6

Camden LGA PAMP 2014



5.0 PAMP ROUTES

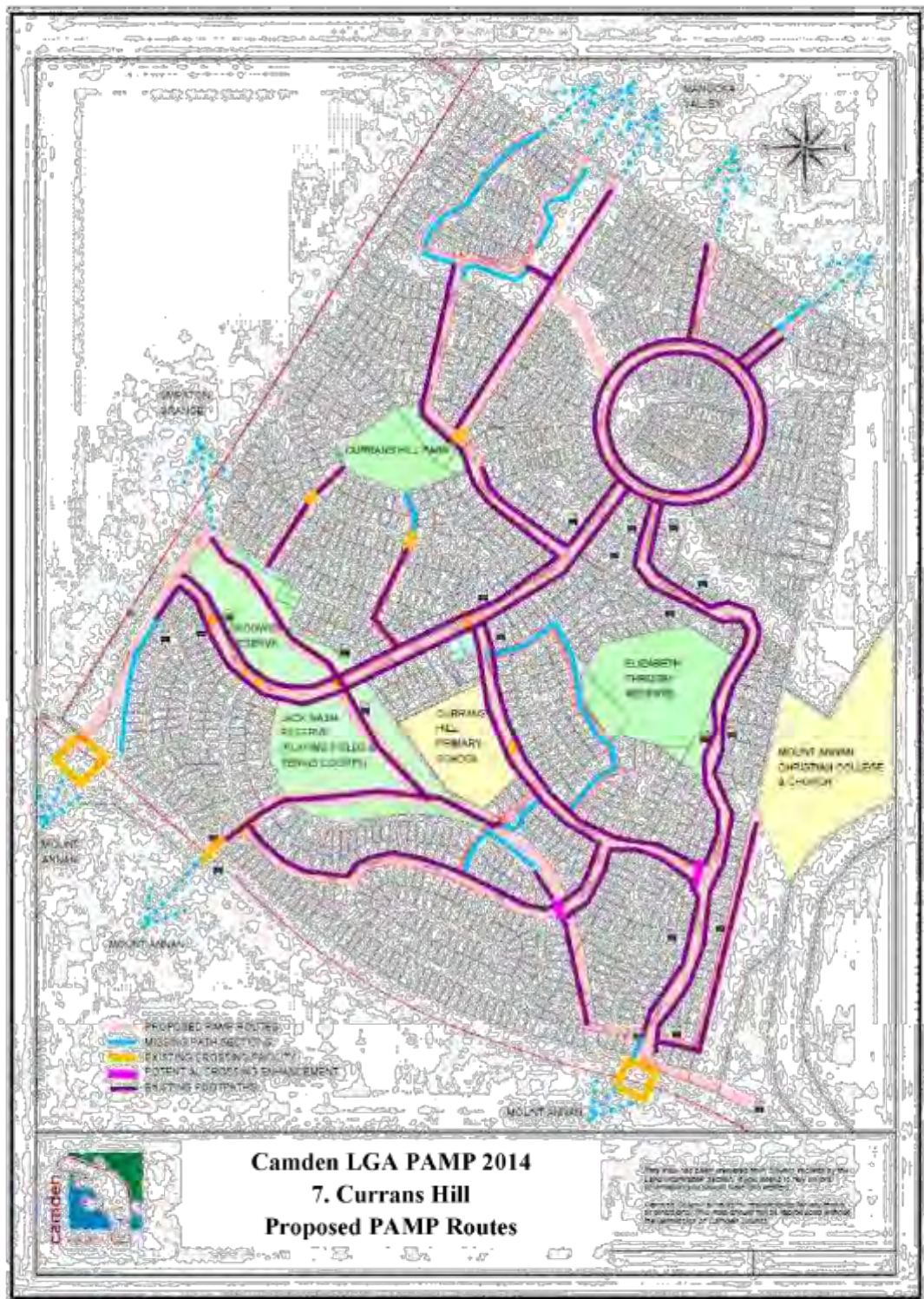


Figure 5.7

Camden LGA PAMP 2014



5.0 PAMP ROUTES

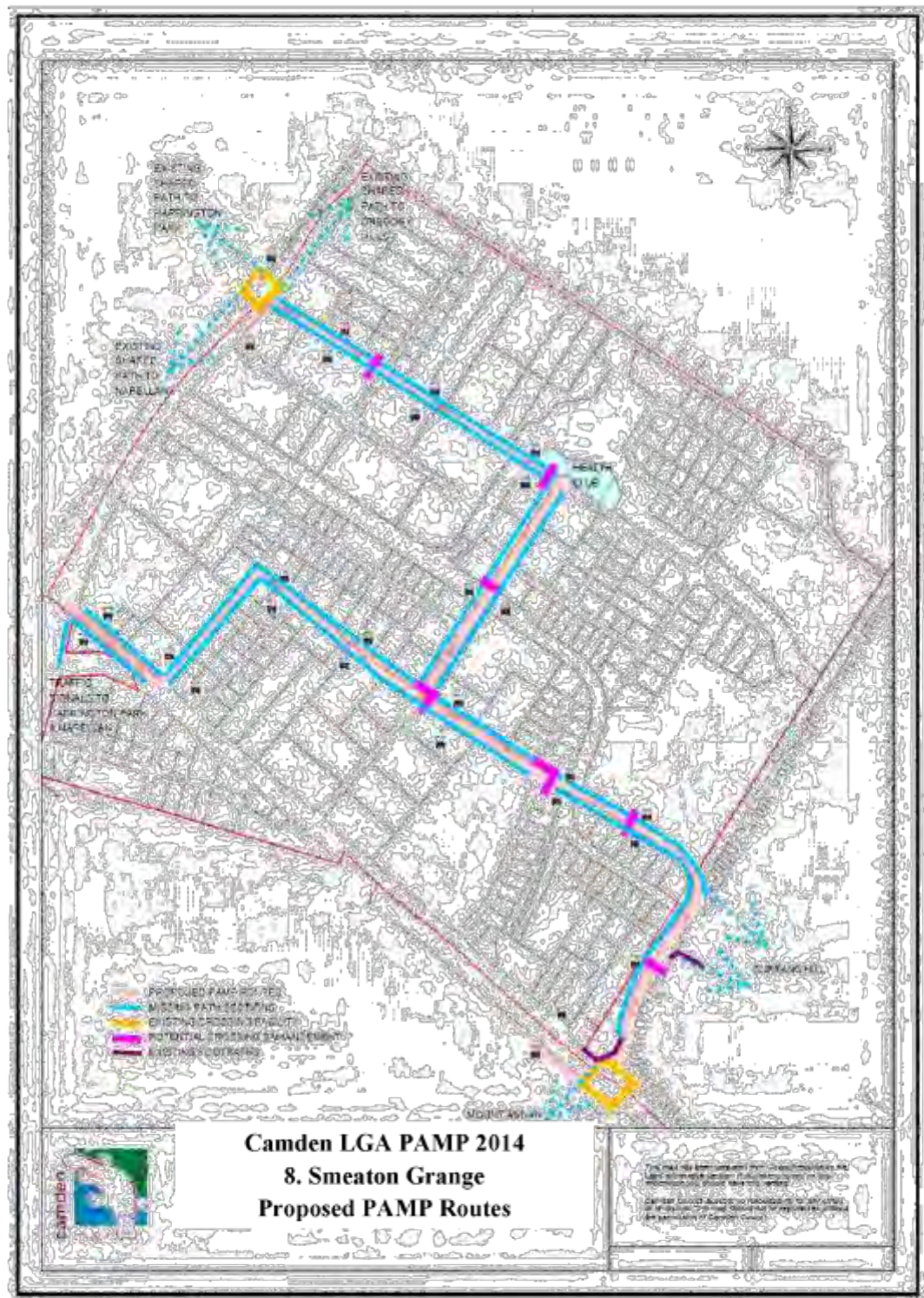


Figure 5.8

Camden LGA PAMP 2014



5.0 PAMP ROUTES

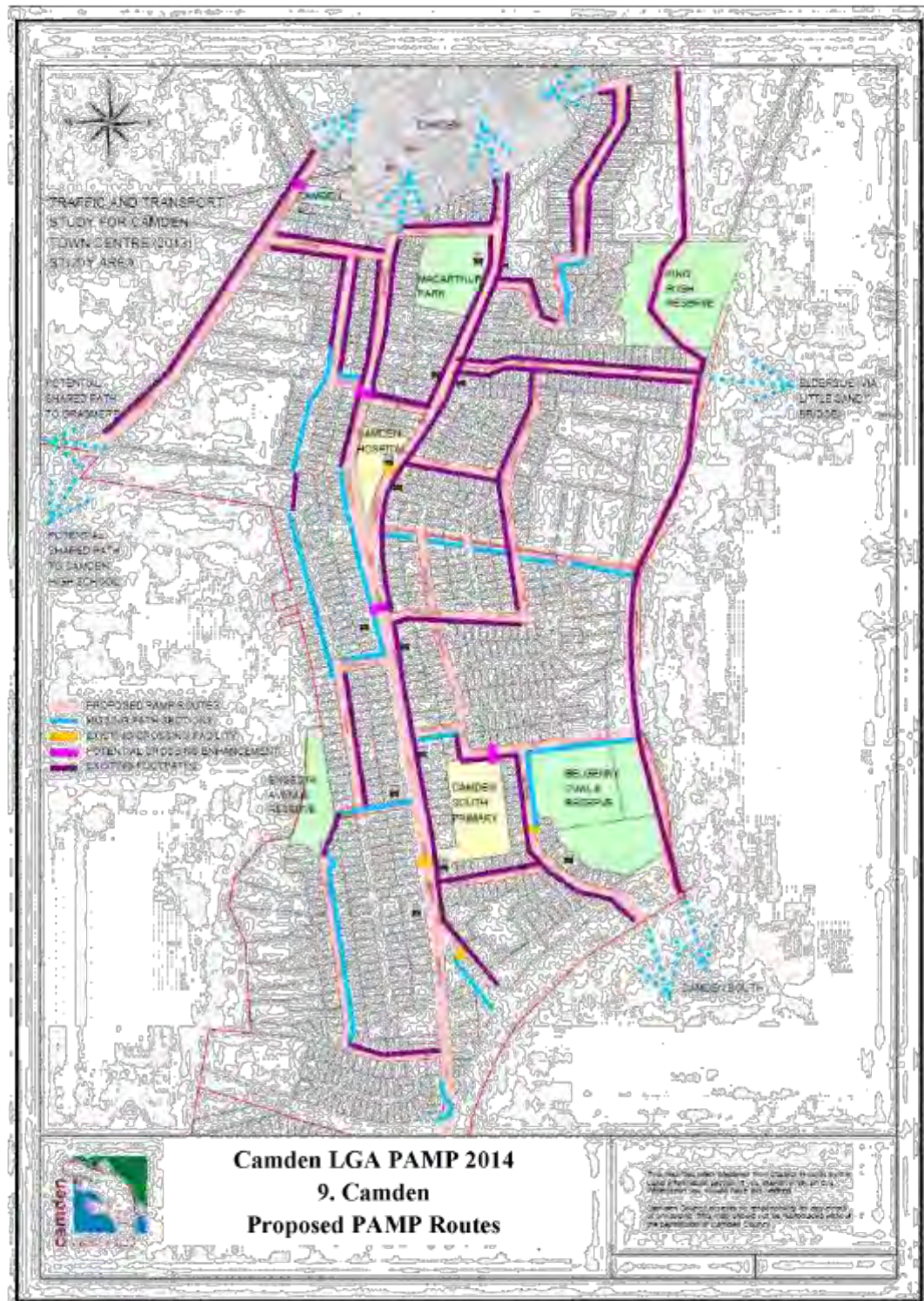


Figure 5.9

Camden LGA PAMP 2014



5.0 PAMP ROUTES

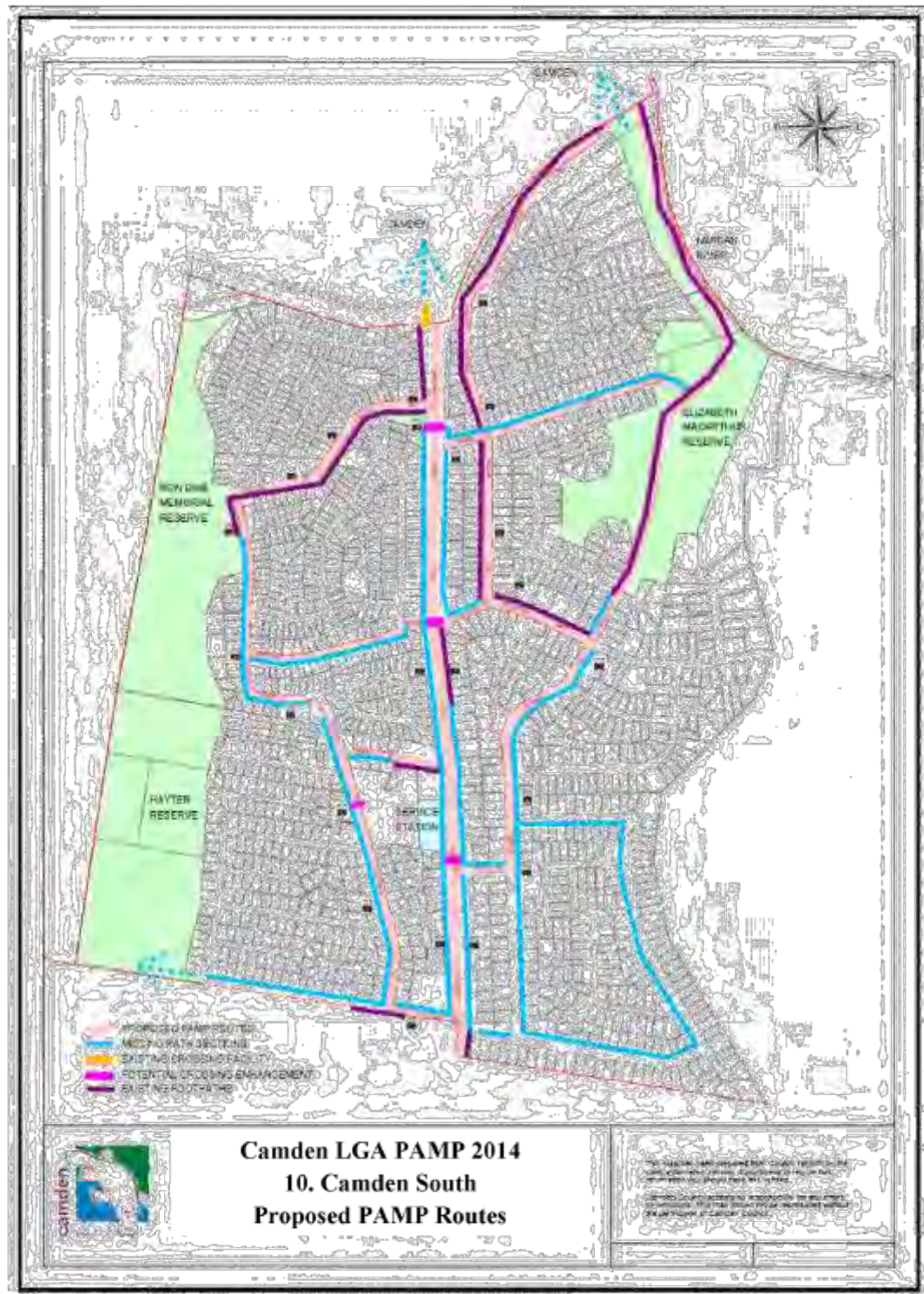


Figure 5.10

Camden LGA PAMP 2014



5.0 PAMP ROUTES

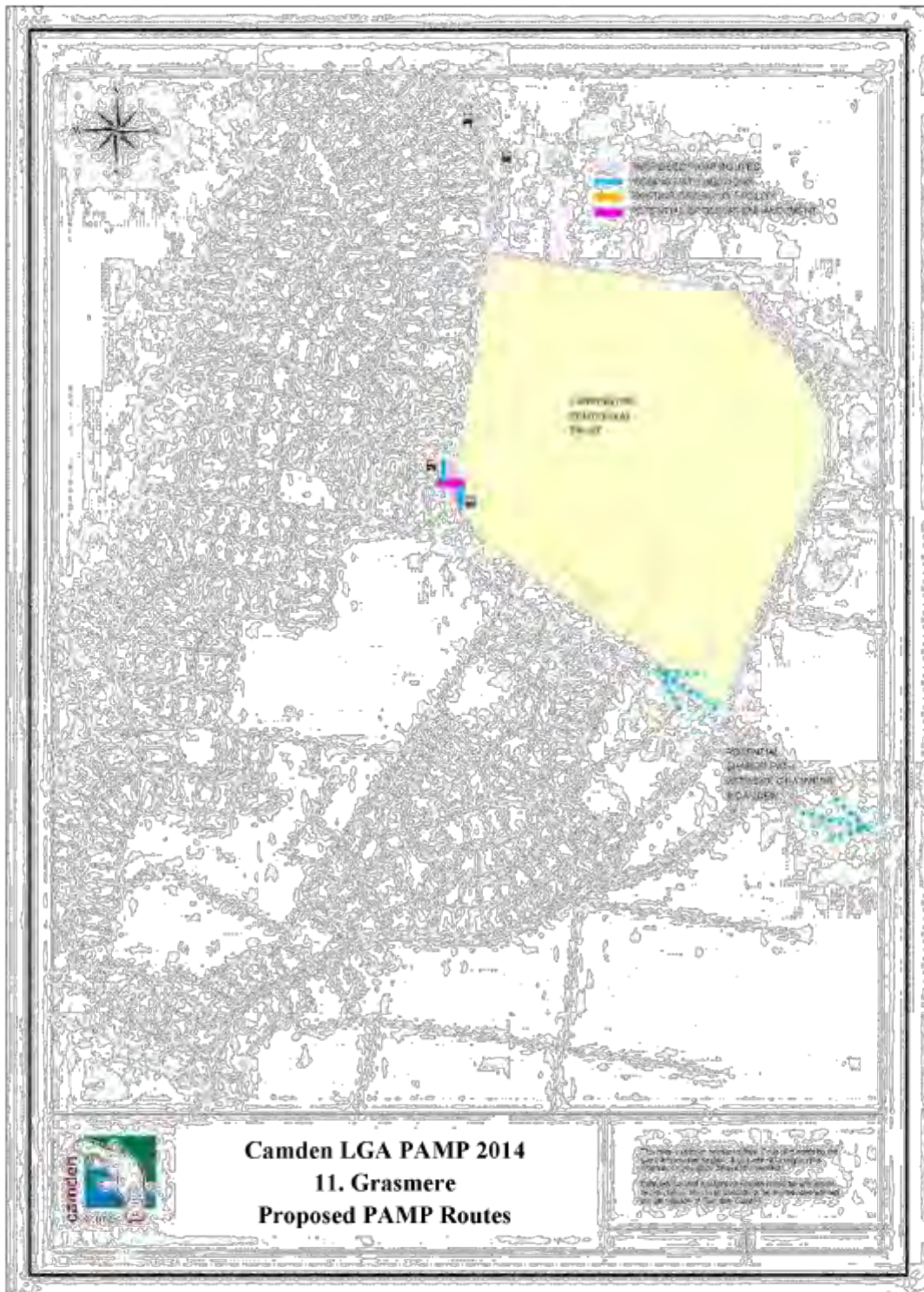


Figure 5.11

Camden LGA PAMP 2014



5.0 PAMP ROUTES

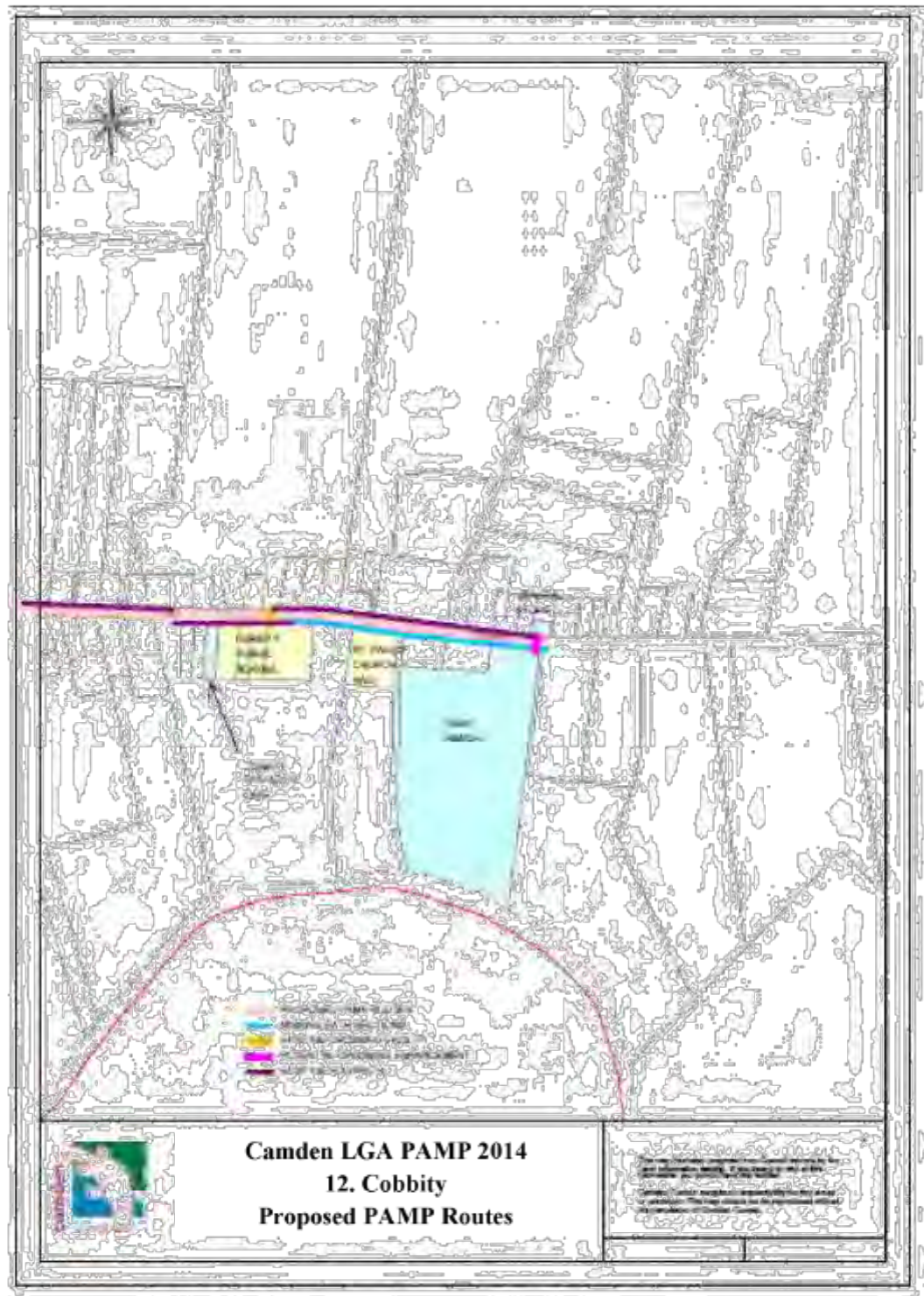


Figure 5.12

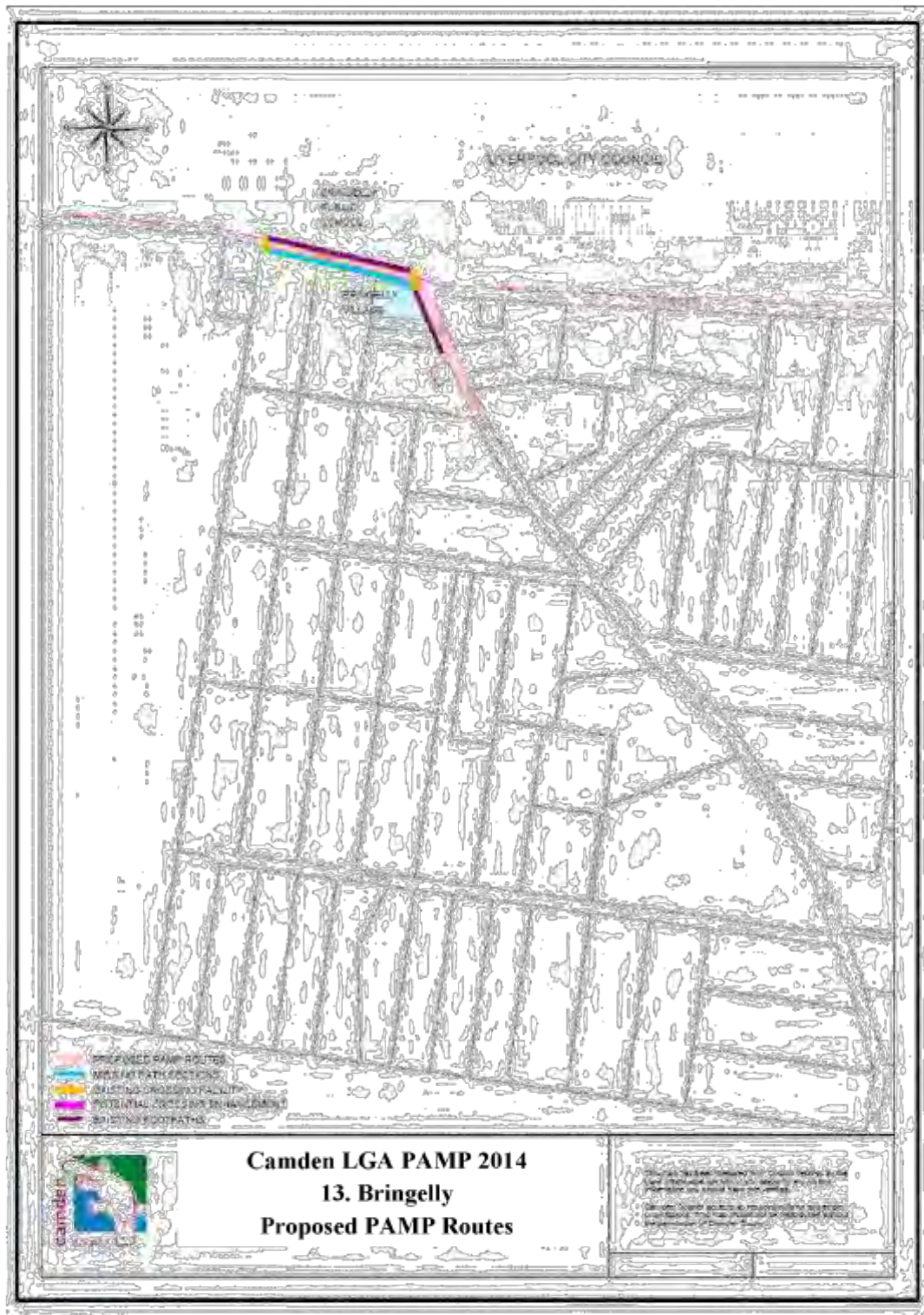
ORD08

Attachment 1

Camden LGA PAMP 2014



5.0 PAMP ROUTES



Camden LGA PAMP 2014



6.0 PHYSICAL WORKS SCHEDULES

Physical Works Schedule - Narellan Vale

| Item | Street | Location | Proposal | Cost | Priority 0 (high - 1 low) |
|----------------------------|----------------------------|---------------------------------------|--------------------------------------------------|------------|---------------------------|
| 01 | Wareilla Rd | Southern side adjacent to Exchange Rd | Footpath to provide connection to Exchange Rd | 200 | 3 |
| 02 | Narellan Rd | Southern side, adjacent to Elmer St | Footpath to provide connection to Exchange Rd | 200 | 3 |
| 03 | Yale Ct | Southern side | Footpath & kerb ramps | 250 | 3 |
| 04 | Winston Pl | Southern side | Footpath & kerb ramps | 75 | 3 |
| 05 | Tebark Rd | A. Montgomery Ct | Footpath & kerb ramps | 200 | 3 |
| 06 | Plans Tree Crk & Bluerk Rd | Southern side | Footpath & kerb ramps | 250 | 3 |
| 07 | Edwards Rd | Southern side | Footpath & kerb ramps | 200 | 3 |
| 08 | Vernon Pl | Southern side | Footpath | 200 | 3 |
| 09 | Wick Rd | Western side | Footpath | 200 | 3 |
| 10 | Mill St & Wattle Rd | Northern & Southern side | Footpath & kerb ramps | 200 | 3 |
| 11 | Weesa Pl | Eastern side south of Vandyke St | Footpath & kerb ramps | 100 | 3 |
| 12 | Southern Highway | Western side | Footpath & kerb ramps | 250 | 3 |
| 13 | Wattle Rd | Western side | Footpath & kerb ramps | 250 | 3 |
| 14 | Bumpless Rd | Southern side | Footpath | 150 | 3 |
| 15 | Finlay St | Northern side | Footpath & kerb ramps | 250 | 3 |
| 16 | Herfield Dr | Eastern side | Footpath & kerb ramps | 200 | 3 |
| 17 | Edville Dr | Southern side | Footpath & kerb ramps | 250 | 3 |
| 18 | Riverview Rd | Eastern side | Footpath | 200 | 3 |
| 19 | Walling Dr | East of Richmond Rd | break in existing kerb & provision of kerb ramps | 700 | 3 |
| 20 | Hooking Dr | Western side | Footpath & kerb ramps | 250 | 3 |
| 21 | Kerr Rd & Stuckey Pl | Southern side | Footpath & kerb ramps | 200 | 3 |
| 22 | Lock & Mill Way S | Eastern side | Footpath & kerb ramps | 200 | 3 |
| 23 | Leahy St | Eastern side | Footpath & kerb ramps | 250 | 3 |
| 24 | Rowley St | Eastern side | Footpath & kerb ramps | 150 | 3 |
| Total Proposed Cost | | | | 530 | 100/500 |

Physical Works Schedule - Narellan

| Item | Street | Location | Proposal | Cost | Priority 0 (high - 1 low) |
|----------------------------|----------------------|----------------------------------------------|--------------------------------------------------|------------|---------------------------|
| 01 | Rocky Hill Rd | At end of Valley Way | Graded path | 200 | 3 |
| 02 | Sydney St | Northern side | Footpath & kerb ramps | 200 | 3 |
| 03 | Concord Ave | North of Change St | Pedestrian refuge | 200 | 3 |
| 04 | Black St | West of Somerset Ave | Footpath refuge | 200 | 3 |
| 05 | Edville St | Southern side | Footpath | 200 | 3 |
| 06 | Finlay St | Southern side | Footpath | 200 | 3 |
| 07 | Lyonswood Ave | Western side north of Wattle Rd | Footpath & kerb ramps | 200 | 3 |
| 08 | Wattle Rd | Southern side west of Wattle St | Footpath | 200 | 3 |
| 09 | Edville Dr | Eastern side | Footpath & kerb ramps | 250 | 3 |
| 10 | Dunsmuir Ave | Southern side south of Wattle Rd | Footpath & kerb ramps | 250 | 3 |
| 11 | Edville St | Southern side south of Wattle Rd | Footpath & kerb ramps | 200 | 3 |
| 12 | Pittwater Rd | Eastern side south of Edville St | Footpath | 200 | 3 |
| 13 | Pittwater Rd | Eastern side south of Edville St & Toward St | Footpath & kerb ramps | 200 | 3 |
| 14 | Pittwater Rd | East of Toward St & Toward St | Footpath & kerb ramps | 200 | 3 |
| 15 | Wattle Rd | Western side south of Lyonswood Ave | Footpath | 200 | 3 |
| 16 | Toward St | Southern side | Footpath & kerb ramps | 200 | 3 |
| 17 | Dunsmuir Ave | Western side north of Wattle Rd & Toward St | Footpath & kerb ramps | 200 | 3 |
| 18 | Queen St | Western side north of Wattle Rd | Footpath | 200 | 3 |
| 19 | Queen St | Eastern side south of Wattle Rd | Footpath | 200 | 3 |
| 20 | Edville St | Western side north of Wattle Rd | Footpath & kerb ramps | 250 | 3 |
| 21 | Edville St | Eastern side | Footpath | 200 | 3 |
| 22 | Wattle Rd | Western side south of Wattle Rd | Footpath | 200 | 3 |
| 23 | Wattle Rd | Northern side west of Camden View Dr | Footpath & kerb ramps | 200 | 3 |
| 24 | Camden View Dr | Eastern side north of Wattle Rd | Footpath & kerb ramps | 200 | 3 |
| 25 | Camden View Dr | Eastern Camden View | Pedestrian refuge | 200 | 3 |
| 26 | Edville St | Eastern side north of Wattle Rd | Footpath | 200 | 3 |
| 27 | Wattle Rd | Southern side | Footpath & kerb ramps | 200 | 3 |
| 28 | Camden View Dr | Northern side north of Wattle Rd | Footpath & kerb ramps | 200 | 3 |
| 29 | Camden View Dr | At the end of Southern Rd | Additional western pedestrian refuge at junction | 200 | 3 |
| 30 | The Old Limestone Rd | Southern side | Footpath & kerb ramps | 400 | 3 |
| 31 | The Old Limestone Rd | At the end of Wattle Rd | Footpath | 200 | 3 |
| 32 | Edville St | Southern side west of Toward St | Footpath & kerb ramps | 200 | 3 |
| 33 | Pittwater Rd | Eastern side of Toward St | Footpath and kerb ramps | 200 | 3 |
| Total Proposed Cost | | | | 710 | 100/500 |

ORD08

Attachment 1

Camden LGA PAMP 2014



Physical Works Schedule - Elderslie

| Item | Street | Location | Proposal | Cost | Priority (1-5) |
|-----------------------------|-------------------|---------------------------------------|------------------------------------------|-------------|----------------|
| 1 | Elkerran Rd | Nth Camden, A/C/T/W/C/W | Footpath | 754 | 2 |
| 2 | UDW | Rheinberg Rd | Shared Path (footpath, lawn, equivalent) | 500 | 2 |
| 3 | Beah St | Western side | Footpath & kerb ramps | 200 | 2 |
| 4 | Wines & McLean Pl | Western side | Footpath & kerb ramps | 400 | 3 |
| 5 | Pratt St | Western side | Footpath & kerb ramps | 400 | 3 |
| 6 | Elkerran Dr | Western side, south of Bridges Rd | Footpath & kerb ramps | 500 | 3 |
| 7 | Clay St | Southern side | Footpath & kerb ramps | 350 | 3 |
| 8 | Lox St | Western side, A/B/Roadhouse | Footpath & kerb ramps | 250 | 3 |
| 9 | Samuel St | North & South sides at Hill St | Footpath | 200 | 3 |
| 10 | Vine St | Western side, USN Police & South Down | Footpath & kerb ramps | 100 | 3 |
| 11 | Southdown Rd | Northern side, east of Cassmere Dr | Footpath & kerb ramps | 450 | 3 |
| 12 | Slake St | Western side | Footpath & kerb ramps | 300 | 3 |
| 13 | Southdown Rd | Southern side, west of Cassmere Dr | Footpath & kerb ramps | 500 | 3 |
| 14 | Cyclops Rd | Southern side, west of Southdown Rd | Footpath | 450 | 3 |
| 15 | Cassmere Dr | Eastern side | Footpath & kerb ramps | 250 | 3 |
| 16 | Summit Pl | Western side | Footpath & kerb ramps | 150 | 3 |
| 17 | Lower Cray | Eastern side | Footpath | 100 | 3 |
| 18 | Marino Dr | Southern side | Footpath & kerb ramps | 275 | 3 |
| 19 | Melrose Dr | Western side | Footpath | 100 | 3 |
| 20 | Marino Dr | Eastern side | Footpath | 50 | 3 |
| 21 | Macquarie Rd | Eastern side, south of River Rd | Footpath | 600 | 3 |
| 22 | Chapel St | Northern side, west of Macquarie Rd | Footpath & kerb ramps | 230 | 3 |
| 23 | Wendell Rd | A/C/T/W/S | Footpath | 200 | 3 |
| 24 | Cyclops Reserve | From Southdown Rd to Cassmere Dr | Footpath (redevelopment) | 350 | 3 |
| Total Estimated Cost | | | | 1065 | 3 |

Physical Works Schedule - Calverley Field

| Item | Street | Location | Proposal | Cost | Priority (1-5) |
|-----------------------------|--------------------|--------------------------------------|-----------------------|-------------|----------------|
| 1 | Palmer Rd | Southern side, south of Macquarie Rd | Footpath & kerb ramps | 230 | 3 |
| 2 | Calverley Field Rd | Eastern side, south of Chaffinch Rd | Footpath & kerb ramps | 330 | 3 |
| 3 | Calverley Field Rd | Northern canopy of | Footpath | 500 | 3 |
| Total Estimated Cost | | | | 1060 | 3 |

Physical Works Schedule - Harrington Park

| Item | Street | Location | Proposal | Cost | Priority (1-5) |
|-----------------------------|--------------------|---------------------------------------|-----------------------------------------------------|-------------|----------------|
| 1 | Dongan Way | Southern side | Footpath & kerb ramps | 220 | 3 |
| 2 | Latta Drive | Western side | Footpath & kerb ramps | 300 | 3 |
| 3 | Howe St | Western side | Footpath | 100 | 3 |
| 4 | Allen St | Northern side | Footpath | 100 | 3 |
| 5 | Stewart Dr | Northern side | Footpath & kerb ramps | 200 | 3 |
| 6 | Stewart Dr | Western side | Footpath | 100 | 3 |
| 7 | Conroy St | Western side | Footpath & kerb ramps | 200 | 3 |
| 8 | Alley St | Western side | Footpath & kerb ramps | 120 | 3 |
| 9 | The Northern Rd | Alley St to Macquarie to Lower St | Footpath & kerb ramps over bridge | 400 | 3 |
| 10 | James Dr | Western side, south of W Campbell Ave | Footpath & kerb ramps | 130 | 3 |
| 11 | Cassidy Rd | Eastern side, north of Upper St | Footpath & kerb ramps | 100 | 3 |
| 12 | Wool St | Eastern side, south of Upper St | Footpath & kerb ramps | 100 | 3 |
| 13 | Northdown Dr | East of Harrington Parkway | Footpath including island & provision of kerb ramps | 500 | 3 |
| 14 | Harrington Parkway | South of W Campbell Ave | Footpath & kerb ramps over bridge | 300 | 3 |
| 15 | McCulloch St | Northern side, west of Lakeview Dr | Footpath | 100 | 3 |
| 16 | Elkerran Rd | Northern side, east of Gold Ellen Dr | Footpath & kerb ramps | 200 | 3 |
| Total Estimated Cost | | | | 3420 | 3 |

Camden LGA PAMP 2014



Physical Works Schedule - Mount Aerial

| Item | Street | Location | Proposed | Cost | Priority (1-5) |
|------|----------------|-----------------------------------------|-----------------------|--------------|----------------|
| 1 | North Hill Rd | East Hill side, east of Mt Aerial Rd | Footpath | 100 | 3 |
| 2 | Walsham Rd | Western side, south of Walsham Rd | Footpath & kerb ramps | 100 | 4 |
| 3 | Walsham Rd | North of Main St | Footpath & kerb ramps | 100 | 4 |
| 4 | Walsham Rd | Eastern side, north of Main St | Footpath | 90 | 3 |
| 5 | Walsham Rd | Western side, north of Main St | Footpath | 200 | 3 |
| 6 | Main St | North side, east of Walsham Rd | Footpath | 100 | 3 |
| 7 | Scobie | Western side, east of Walsham Rd | Footpath | 150 | 3 |
| 8 | North Hill Rd | East of Walsham Rd | Footpath | 100 | 3 |
| 9 | Popple Hill Rd | Western side | Footpath | 200 | 3 |
| 10 | North Hill Rd | North Hill side | Footpath | 100 | 3 |
| 11 | North Hill Rd | North Hill side, north of Main St | Footpath | 200 | 3 |
| 12 | East Hill Rd | Eastern side | Footpath | 100 | 3 |
| 13 | North Hill Rd | North Hill side | Footpath | 200 | 3 |
| 14 | Walsham Rd | Western side | Footpath & kerb ramps | 100 | 3 |
| 15 | Walsham Rd | Western side | Footpath | 200 | 3 |
| 16 | Main St | Western side | Footpath & kerb ramps | 100 | 3 |
| 17 | North Hill Rd | Western side | Footpath | 100 | 3 |
| 18 | North Hill Rd | South Hill side | Footpath | 100 | 3 |
| 19 | North Hill Rd | North Hill side, west of Popple Hill Rd | Footpath | 100 | 3 |
| 20 | East Hill Rd | North Hill side | Footpath | 100 | 3 |
| 21 | East Hill Rd | Eastern side, east of Popple Hill Rd | Footpath | 100 | 3 |
| 22 | East Hill Rd | Eastern side, south of Popple Hill Rd | Footpath & kerb ramps | 100 | 3 |
| 23 | Walsham Rd | Eastern side - Leadwell | Footpath | 100 | 3 |
| 24 | Walsham Rd | North Hill side | Footpath & kerb ramps | 200 | 3 |
| 25 | East Hill Rd | Eastern side | Footpath | 100 | 3 |
| 26 | North Hill Rd | Western side, east of Mount Aerial Rd | Footpath & kerb ramps | 100 | 3 |
| 27 | North Hill Rd | Western side, north of Popple Hill Rd | Footpath & kerb ramps | 100 | 3 |
| 28 | Walsham Rd | Eastern side, south of Popple Hill Rd | Footpath & kerb ramps | 100 | 3 |
| 29 | Walsham Rd | Eastern side | Footpath | 100 | 3 |
| 30 | Walsham Rd | Western side, south of Popple Hill Rd | Footpath & kerb ramps | 100 | 3 |
| 31 | Walsham Rd | Western side | Footpath & kerb ramps | 100 | 3 |
| | | | | Total | 3,500 |

Physical Works Schedule - Curragh Hill

| Item | Street | Location | Proposed | Cost | Priority (1-5) |
|------|---------------------|------------------------------------------|-------------------------------------------------|--------------|----------------|
| 1 | William Murray Ave | Eastern side, east of Dunan Rd | Footpath & kerb ramps | 100 | 3 |
| 2 | Thomas Way | Eastern side, north of Downes Cr | Footpath & kerb ramps | 100 | 3 |
| 3 | Lady St | Western side, east of Dunan Rd | Footpath & kerb ramps | 100 | 3 |
| 4 | Roe Rd & Downes Way | Eastern side | Footpath | 100 | 3 |
| 5 | Ulton Cr | Western side, south of Downes Way | Footpath & kerb ramps | 100 | 3 |
| 6 | Moore Cr | Eastern side | Footpath | 70 | 3 |
| 7 | Maclean Cr | Eastern side | Footpath & kerb ramps | 100 | 3 |
| 8 | Maclean Cr | Western side | Footpath | 100 | 3 |
| 9 | Manway Cr | West of Curragh Hill | Footpath & kerb ramps & provision of kerb ramps | 100 | 3 |
| 10 | Manway Cr | Eastern side, north of Curragh Hill | Footpath | 100 | 3 |
| 11 | Ulton Rd | Eastern side, west of William Murray Ave | Footpath & kerb ramps | 100 | 3 |
| 12 | Ulton Cr | North Hill side | Footpath & kerb ramps | 100 | 3 |
| 13 | Walsham Rd | Western side, north of Popple Hill Rd | Footpath & kerb ramps | 100 | 3 |
| 14 | Walsham Rd | Eastern side, north of Popple Hill Rd | Footpath & kerb ramps | 100 | 3 |
| 15 | Walsham Rd | Western side | Footpath & kerb ramps | 100 | 3 |
| | | | | Total | 2,000 |

ORD08

Attachment 1

Camden LGA PAMP 2014



Physical Works Schedule - Smethon Grange

| Item | Street | Location | Proposal | Length | Cost | Priority (1 high, 3 low) |
|-----------------------------|--------------------|-----------------------------------------|----------------------------------------------------|--------|-------------|--------------------------|
| 1 | Hartley Rd | Western side, south of McPherson Rd | Footpath & kerb ramps | 10 | \$ 25,000 | 2 |
| 2 | Hartley Rd | South of McPherson Rd | Pedestrian refuge | 10 | \$ 10,000 | 2 |
| 3 | Hartley Rd | Southern side | Footpath & kerb ramps | 120 | \$ 120,000 | 2 |
| 4 | Hartley Rd | Northern side | Footpath & kerb ramps | 200 | \$ 200,000 | 2 |
| 5 | Hartley Rd | At bus stop north of McPherson Rd | Break-out seating island & provision of kerb ramps | 10 | \$ 7,000 | 2 |
| 6 | Hartley Rd | At bus stop at northern & eastern legs | Break-out seating island & provision of kerb ramps | 10 | \$ 14,000 | 2 |
| 7 | Hartley Rd | At Anzac Ave northern & eastern legs | Break-out seating island & provision of kerb ramps | 10 | \$ 14,000 | 2 |
| 8 | Smethon Rd | Western side | Footpath & kerb ramps | 100 | \$ 95,000 | 2 |
| 9 | Smethon Rd | Eastern side | Footpath & kerb ramps | 80 | \$ 60,000 | 2 |
| 10 | Smethon Grange Rd | Southern side, west of Orlan Rd | Footpath & kerb ramps | 100 | \$ 95,000 | 2 |
| 11 | Smethon Grange Rd | Northern side | Footpath & kerb ramps | 100 | \$ 95,000 | 2 |
| 12 | Smethon Valley Way | Eastern side, west of Smethon Grange Rd | Footpath | 100 | \$ 14,000 | 2 |
| 13 | Anzac Ave | Western side, north of Hartley Rd | Footpath & kerb ramps | 100 | \$ 95,000 | 2 |
| 14 | Anzac Ave | Eastern side | Footpath & kerb ramps | 100 | \$ 95,000 | 2 |
| 15 | Anzac Ave | South of Anzac Ave | Break-out seating island & provision of kerb ramps | 10 | \$ 7,000 | 2 |
| 16 | Anzac Ave | Northern side, west of Anzac Ave | Footpath & kerb ramps | 100 | \$ 95,000 | 2 |
| 17 | Anderson Rd | Southern side | Footpath & kerb ramps | 100 | \$ 75,000 | 2 |
| 18 | Anderson Rd | At Anzac Ave | Break-out seating island & provision of kerb ramps | 10 | \$ 14,000 | 2 |
| 19 | Lawson Rd | At Duns Rd | Break-out seating island & provision of kerb ramps | 10 | \$ 7,000 | 2 |
| Total Estimated Cost | | | | | 7000 | \$ 269,000 |

Physical Works Schedule - Camden (inner ring)

| Item | Street | Location | Proposal | Length | Cost | Priority (1 high, 3 low) |
|-----------------------------|------------------|---------------------------------------|----------------------------------------------------|--------|-------------|--------------------------|
| 1 | Connaught Ave | At Sunnyside Bx | Footpath & stairs | 10 | \$ 10,000 | 2 |
| 2 | Clare St Ave | Eastern side | Footpath | 100 | \$ 45,000 | 2 |
| 3 | Old Home Highway | Western side, south of MacLark Ave | Footpath & kerb ramps | 100 | \$ 15,000 | 2 |
| 4 | Edgemoor Ave | Eastern side, south of Fern Ave | Footpath & kerb ramps | 150 | \$ 15,000 | 2 |
| 5 | Water Ave | Southern side, east of Selwyn Ave | Footpath | 100 | \$ 10,000 | 2 |
| 6 | Rowe Ave | Southern side | Footpath | 100 | \$ 10,000 | 2 |
| 7 | Archer Rd | Northern side | Footpath & kerb ramps | 100 | \$ 9,000 | 2 |
| 8 | Old Home Highway | Western side, adjacent to Roberts | Footpath | 100 | \$ 10,000 | 2 |
| 9 | Highway Highway | North of MacLark Ave | Pedestrian refuge & associated footpath | 10 | \$ 10,000 | 2 |
| 10 | Brougham St | Western side | Footpath | 100 | \$ 10,000 | 2 |
| 11 | Edgemoor St | East of MacLark Rd, south of Hospital | Footpath & kerb ramps | 100 | \$ 45,000 | 2 |
| 12 | Brougham St | South of Little Byrne St | Pedestrian refuge | 10 | \$ 2,000 | 2 |
| 13 | Little Byrne St | Western side | Footpath | 100 | \$ 10,000 | 2 |
| 14 | Edgemoor St | Eastern side, south of Little Rd | Footpath & kerb ramps | 100 | \$ 15,000 | 2 |
| 15 | Edgemoor St | Edgemoor Station Bx | Pedestrian refuge | 10 | \$ 10,000 | 2 |
| 16 | Fern Ave | Eastern side | Pedestrian refuge | 10 | \$ 3,000 | 2 |
| 17 | Little Street | Western side to Princes Street | Footpath | 100 | \$ 20,000 | 2 |
| 18 | Little Street | Western side from Little to Anabella | Footpath | 100 | \$ 10,000 | 2 |
| 19 | Barren Street | Near Little Street | Pedestrian Refuge | 10 | \$ 10,000 | 2 |
| 20 | Little Street | Near Little St | Pedestrian refuge and paving of existing crossings | 10 | \$ 10,000 | 2 |
| 21 | Murray Street | Central | Grade at the crossing | 10 | \$ 60,000 | 2 |
| Total Estimated Cost | | | | | 2500 | \$ 594,000 |

Physical Works Schedule - Grimmers

| Item | Street | Location | Proposal | Length | Cost | Priority (1 high, 3 low) |
|-----------------------------|------------|-------------------|-----------------------------------------------------|--------|------------|--------------------------|
| 1 | Wieromb Rd | North of Shale Rd | Pedestrian Refuge & associated footpath, kerb ramps | 100 | \$ 10,000 | 2 |
| Total Estimated Cost | | | | | 100 | \$ 10,000 |

Physical Works Schedule - Cobbley

| Item | Street | Location | Proposal | Length | Cost | Priority (1 high, 3 low) |
|-----------------------------|--------------|------------------------------------------|-------------------|--------|-----------|--------------------------|
| 1 | Cobbley Road | Adjacent to General Store | Pedestrian Refuge | 10 | \$ 20,000 | 2 |
| 2 | Cobbley Road | Southern side, into school & park street | Footpath | 10 | \$ 2,000 | 2 |
| Total Estimated Cost | | | | | 20 | \$ 22,000 |

Camden LGA PAMP 2014



Physical Works Schedule - Camden south

| Item | Street | Location | Proposal | Length | Cost |
|-----------------------------|-------------------|----------------------------------------|-------------------------------------------------|--------|-------------------|
| 1 | Primary Ave | North side | Footpath | 570 | \$2,300 |
| 2 | Old Stone Highway | North corner of Old Stone Ave | Footpath & kerb ramps | 5 | \$2,000 |
| 3 | Old Stone Highway | South side between Old Stone Ave & ... | Footpath & kerb ramps | 430 | \$16,500 |
| 4 | Old Stone Highway | North side, west of ... | Footpath | 150 | \$2,000 |
| 5 | Rowland Ave | West side, north of ... | Footpath & kerb ramps | 170 | \$11,000 |
| 6 | Rowland Ave | West side between ... | Footpath & kerb ramps | 570 | \$22,800 |
| 7 | Arncliffe Ave | North side | Footpath & kerb ramps | 410 | \$16,300 |
| 8 | Old Stone Highway | South side, north of ... | Footpath | 230 | \$2,000 |
| 9 | Old Stone Highway | North of Arncliffe Ave | Footpath & kerb ramps & provision of kerb ramps | 470 | \$10,000 |
| 10 | Old Stone Highway | South of Arncliffe Ave | Footpath & kerb ramps | 400 | \$10,000 |
| 11 | Old Stone Highway | North side, west of ... | Footpath & kerb ramps | 150 | \$10,000 |
| 12 | Old Stone Highway | West side, ... | Footpath | 140 | \$10,000 |
| 13 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 14 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 15 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 16 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 17 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 18 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 19 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 20 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 21 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 22 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 23 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 24 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 25 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 26 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 27 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 28 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 29 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 30 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 31 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 32 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 33 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 34 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 35 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 36 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 37 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 38 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 39 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 40 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 41 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 42 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 43 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 44 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 45 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 46 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 47 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 48 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 49 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 50 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 51 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 52 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 53 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 54 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 55 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 56 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 57 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 58 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 59 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 60 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 61 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 62 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 63 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 64 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 65 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 66 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 67 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 68 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 69 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 70 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 71 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 72 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 73 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 74 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 75 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 76 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 77 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 78 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 79 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 80 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 81 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 82 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 83 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 84 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 85 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 86 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 87 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 88 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 89 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 90 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 91 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 92 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 93 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 94 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 95 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 96 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 97 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 98 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 99 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| 100 | Old Stone Highway | North side, ... | Footpath | 140 | \$10,000 |
| Total Estimated Cost | | | | | \$ 570,000 |

Physical Works Schedule - Bringelly

| Item | Street | Location | Proposal | Cost | Priority (1-3 Low) |
|-----------------------------|--------------|-------------------------|----------|-----------|--------------------|
| 1 | Greenlake Rd | South side, west of ... | Footpath | \$ 20,000 | |
| Total Estimated Cost | | | | | \$ 20,000 |

Total cost of works

| Suburb | Length of footpaths (M) | Cost |
|-----------------|-------------------------|--------------------|
| Narellan Vale | 5265 | \$466,500 |
| Narellan | 7310 | \$817,200 |
| Elderslie | 6353 | \$702,500 |
| Catherine Field | 365 | \$53,950 |
| Mount Annan | 5434 | \$593,050 |
| Harrington Park | 3105 | \$382,350 |
| Curran Hill | 1745 | \$200,050 |
| Smeston Grange | 7650 | \$780,000 |
| Camden | 2505 | \$394,050 |
| Camden South | 5640 | \$577,300 |
| Grasmere | 200 | \$30,000 |
| Cobbitty | 300 | \$45,000 |
| Bringelly | 150 | \$22,500 |
| TOTAL | 47178 | \$5,269,120 |

Attachment 1
ORD08

Camden LGA PAMP 2014



7.0 CONCLUSIONS AND RECOMMENDATIONS

Conclusions

In preparation of expected significant population growth over the next 30 years, Camden Council, with funding assistance from the Roads and Maritime Services (RMS) has prepared the *Camden LGA Pedestrian Access and Mobility Plan (PAMP) 2014*. This document has been prepared to ensure that safe and convenient walking facilities are planned for the community and our visitors moving into the future. As part of the compilation of this report, Council has reviewed the *Camden LGA Pedestrian Access and Mobility Plan (PAMP) 2003* in order to re-evaluate the previously recommended pedestrian networks and prioritised engineering actions in line with current information and behaviours and recommends new actions.

A key aim of the *Camden LGA PAMP 2014* is to co-ordinate investment in safe, convenient and connected pedestrian routes within the Camden LGA.

The Camden LGA PAMP 2014 has been undertaken with a focus on the established suburbs, with the exception of Camden Town Centre, which is concurrently being studied as part of the *Traffic and Transport Study for Camden Town Centre (2013)*. The emerging suburbs were not included in this study given that many are currently under construction and their pedestrian routes and facilities are being identified and implemented via the Development Assessment process and through Section 94 contributions made by developers.

Camden LGA's higher than average proportion of babies and school children (28.9%) suggests a greater need to focus on providing safe and efficient pedestrian facilities around schools, parks and fields, public transport routes and other locations that attract children and the adults that supervise them. Children have a high dependency on walking as a principal mode of transport, often combined with public transport use. They are vulnerable road users, given that they are smaller, harder to see, can behave unpredictably and their lack of road experience means it can be difficult for them to identify and navigate dangerous situations. Children are also faced with high densities of cars parking, driving and maneuvering around areas of high activity in peak periods, such as schools, playing fields and public transport interchanges.

Although the proportion of the population 60 years or older is under-represented when compared with the Greater Sydney area, serious consideration of pedestrian facilities around local shops, libraries and retirement villages is necessary. Despite being experienced road users, this age group may not be as agile or alert as younger people and is over-represented in pedestrian crash statistics.

In comparison to the Greater Sydney Area, relatively low numbers of Camden LGA residents walk or use public transport to travel to and from work, whilst a heavy reliance on private vehicle use is clear. A fast growing population will be met with a significant growth of the transport network, including heavy rail infrastructure and higher frequency, more direct bus services. This potential for change in travel behaviour will present the community with the

Camden LGA PAMP 2014



6.0 CONCLUSIONS AND RECOMMENDATIONS

opportunity to significantly reduce its reliance on the private motor vehicle. As such, tools like this PAMP are vital in ensuring that, in this particular case, the established suburbs within Camden LGA are prepared through the construction of footpaths and associated crossing infrastructure to support walking as a vital link in this new transport network.

PAMP routes have been identified for each suburb in section 5 of this document, with missing footpath sections identified in blue and opportunities for potential crossing enhancements shown. Potential crossing enhancements available for consideration include time separated facilities, such as signalised crossings, physical pedestrian facilities, such as pedestrian refuge islands, grade separation, such as subways and bridges and warning signs designed to alert motorists to the possible presence of pedestrians.

The appendices include initial physical works schedules for each suburb identified within the study area, with each proposed item costed and prioritised with a number from 1 to 3, with 1 being the higher priority.

Recommendations

The methodology of the Camden LGA PAMP 2014 was followed in the preparation of this DRAFT document, with the following steps outstanding:

1. *Seeking community feedback on prioritised routes and facilities*

This draft document should be made available to the community for consideration and comment, including public exhibition of the document and proposed PAMP routes through Council's website, libraries and offices. The local community along with individuals and groups who have an interest in the Camden LGA will be invited to suggest alterations to proposed PAMP routes, identify additional locations for consideration of pedestrian facilities and raise any other issues related to pedestrian safety and amenity.

2. *Reviewing the submissions and conducting pedestrian route audits along prioritised PAMP routes*

Following community consultation, adjustments to the proposed PAMP routes will be undertaken as necessary, the routes should be finalised and an audit of routes is recommended to be undertaken to confirm that existing kerb ramps, footpath and crossing facilities are to standard and where not, documented and prioritised for remedial action.

3. *Finalising the final plan and costing of prioritised works*

The proposed PAMP routes should be finalised along with the physical works schedule, including all proposed new work and remedial work.

4. *Annual review and revision of PAMP*

ORD08

Attachment 1

Camden LGA PAMP 2014



The PAMP will be reviewed annually in order to ensure that changing priorities, competing needs and development in each area are reassessed. If significant changes in pedestrian demand or behaviour are observed additional pedestrian surveys will be undertaken if considered essential. Based on these annual reviews applications for funding or the allocation of funds from Council's budget can be reallocated to the changed priorities.

**PEDESTRIAN & CYCLE
NETWORKS
DEVELOPING AREAS**



C6.4 Pedestrian and Cycle Network

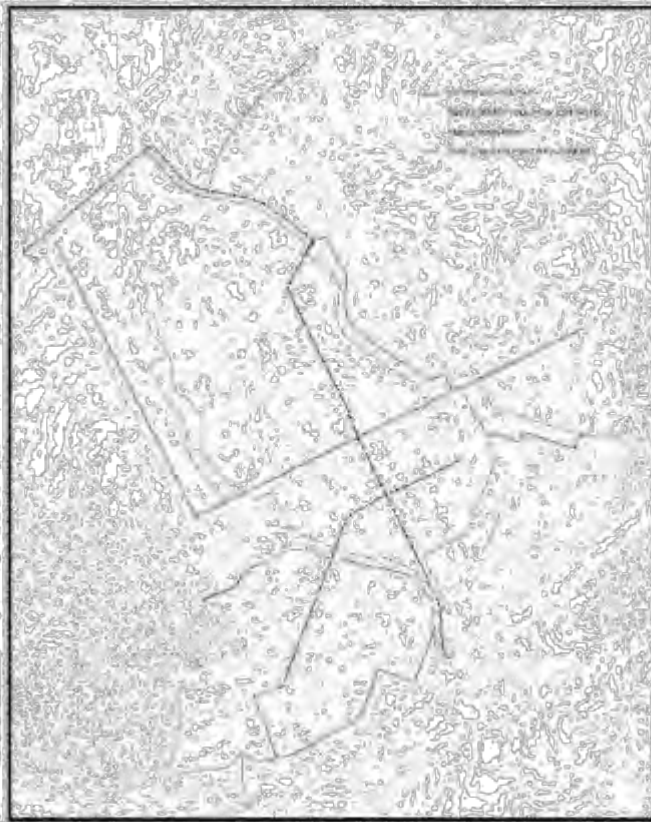
The Elderslie Release Area encourages walking and cycling by providing safe, convenient and legible routes to points of attraction within and beyond the suburb.

Controls:

- 1. The cycle network for the Elderslie Release Area is to be designed, constructed and clearly marked in accordance with Elderslie Release Area Pedestrian/Cycle Network Map (Figure C15).

Figure C15 Elderslie Pedestrian / Cycle Network

- 2. Cycle paths shown in the Elderslie Release Area Pedestrian/Cycle Network that go through or parallel to open space, may be located either in the road reserve or in the open space/drainage land.
- 3. Cycle and pedestrian bridges must be located above the 20 year ARI flood level.



Camden LGA PAMP 2014



C7.4 Pedestrian and Cycle Network

Controls

1. The pedestrian and cycle path network for Spring Farm is to be constructed to comply Figure C23.
2. Cycle and pedestrian bridges shall be located above the 20 year ARI flood level.

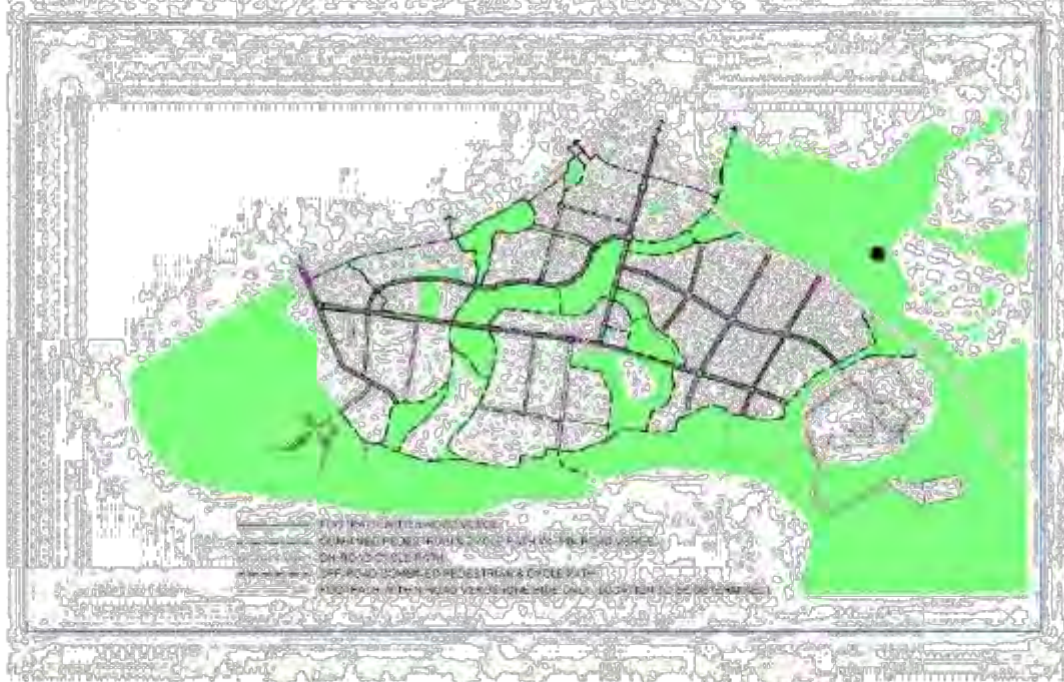


Figure C23 Spring Farm Pedestrian and Cycle Path Network

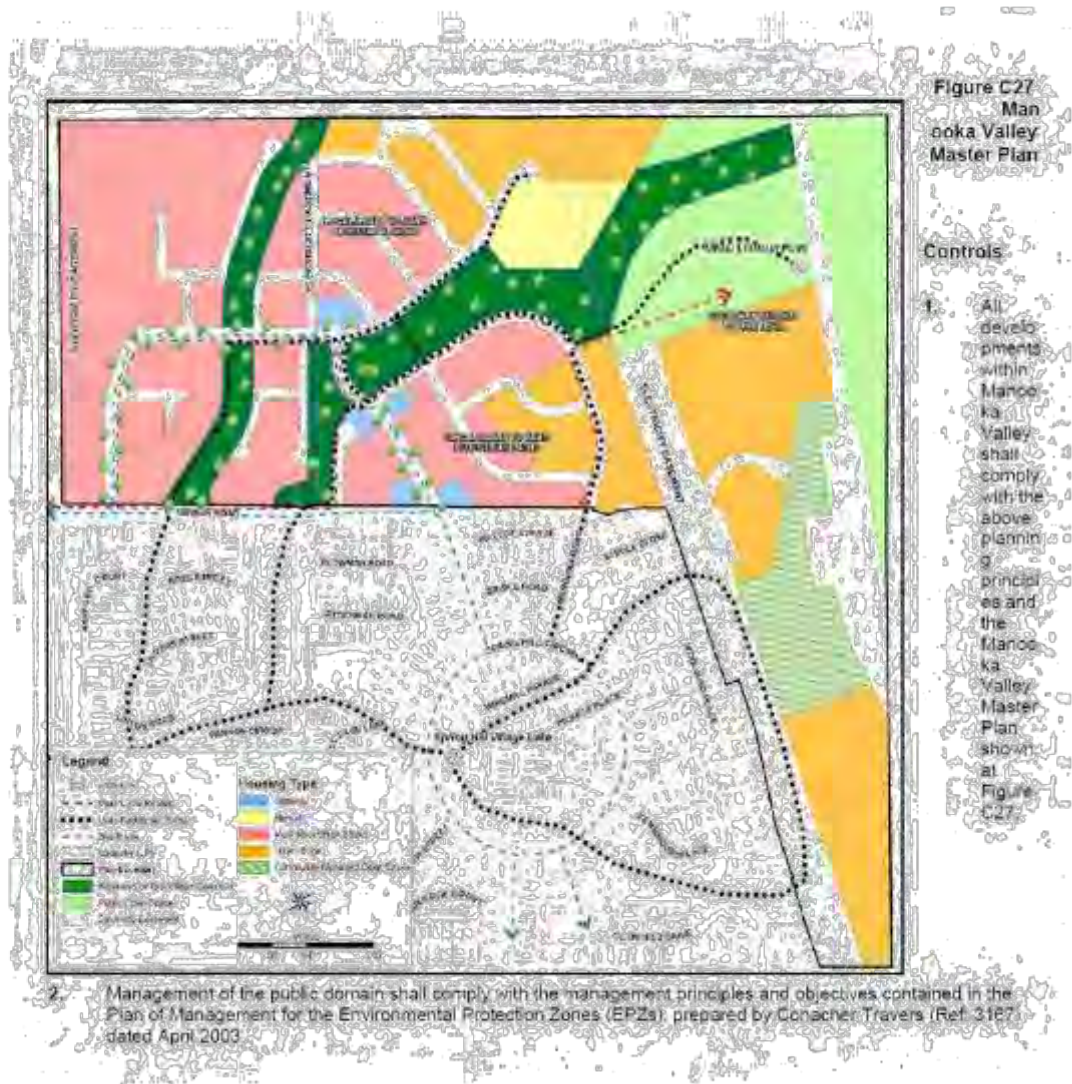
ORD08

Attachment 1

ORD08

Attachment 1

Camden LGA PAMP 2014



Camden LGA PAMP 2014



Camden LGA PAMP 2014



ORD08

Attachment 1

C10.4 Pedestrian and Cycle Network

Controls

1. The off road pedestrian and cycle network is made up of shared walking and cycling paths, dedicated walking paths and informal trails which must be in accordance with figure C58.
2. Shared walking and cycling paths are to provide connection through out the residential area and link the Mater Dei access road, Macquarie Grove Road and Cobbitty Road. Shared paths will be 2.5m wide.
3. Walking paths are located around the perimeter of the residential areas to provide high amenity walking paths within the conservation areas. Walking trails of 1.5m wide also run near the rear of bush frontage lots.
4. Informal trails are provided within the conservation area and provide pedestrian linkages to Cobbitty, Oran Park and the Mater Dei School. Informal trails will be 1.5m and constructed out of a pervious material. The trails have been aligned to avoid areas of aboriginal archaeological sensitivity.

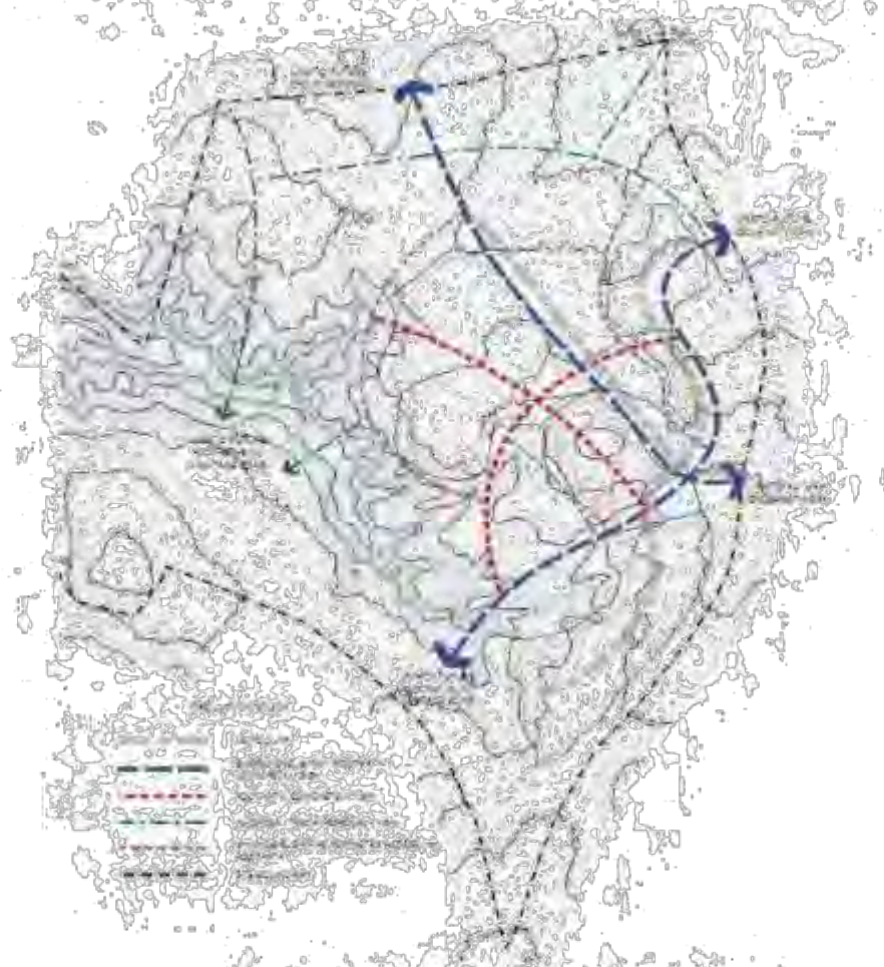


Figure C58 Mater Dei Pedestrian and Cycle Network

Camden LGA PAMP 2014



Figure C62 Camden Lakeside Pedestrian and Cycle Network

ORD08

Attachment 1

ORD08

Attachment 1

Camden LGA PAMP 2014



Figure C73 Pedestrian/Cycleway Routes

Camden LGA PAMP 2014

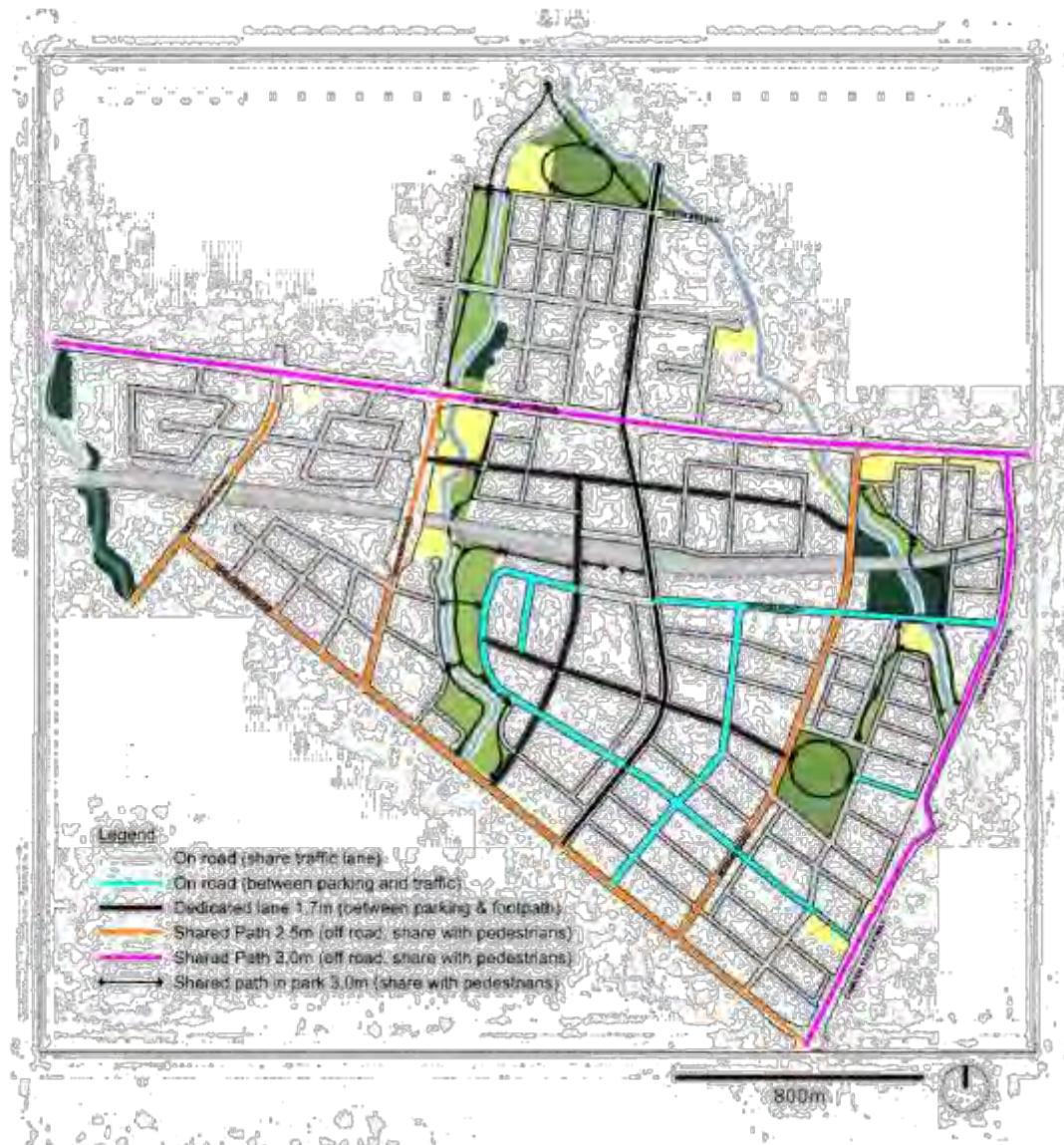


Figure 3.3: Pedestrian and cycle routes

Leppington Major Centre

ORD08

Attachment 1

Camden LGA PAMP 2014

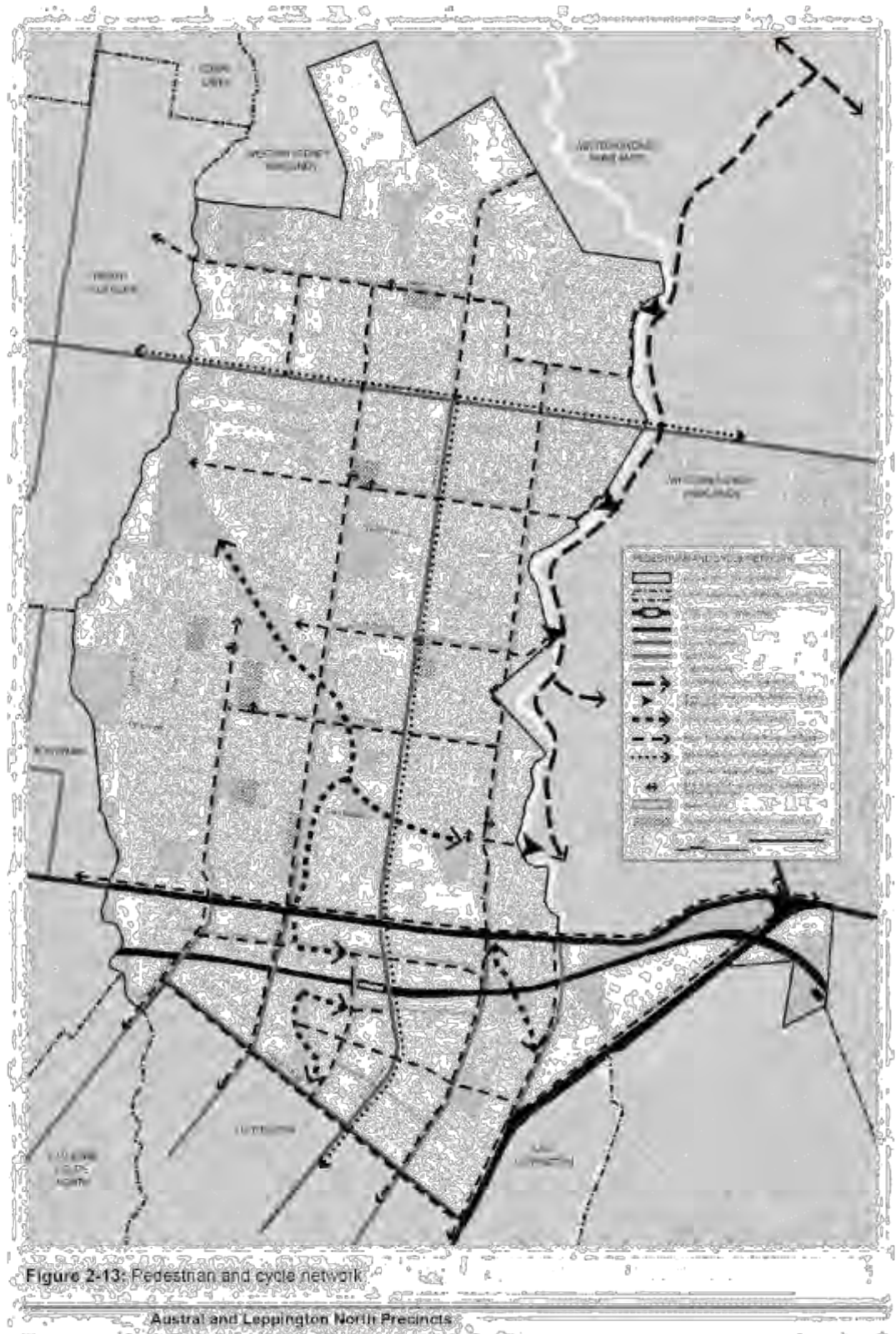


Figure 2-13: Pedestrian and cycle network

Austral and Leppington North Precincts

Camden LGA PAMP 2014

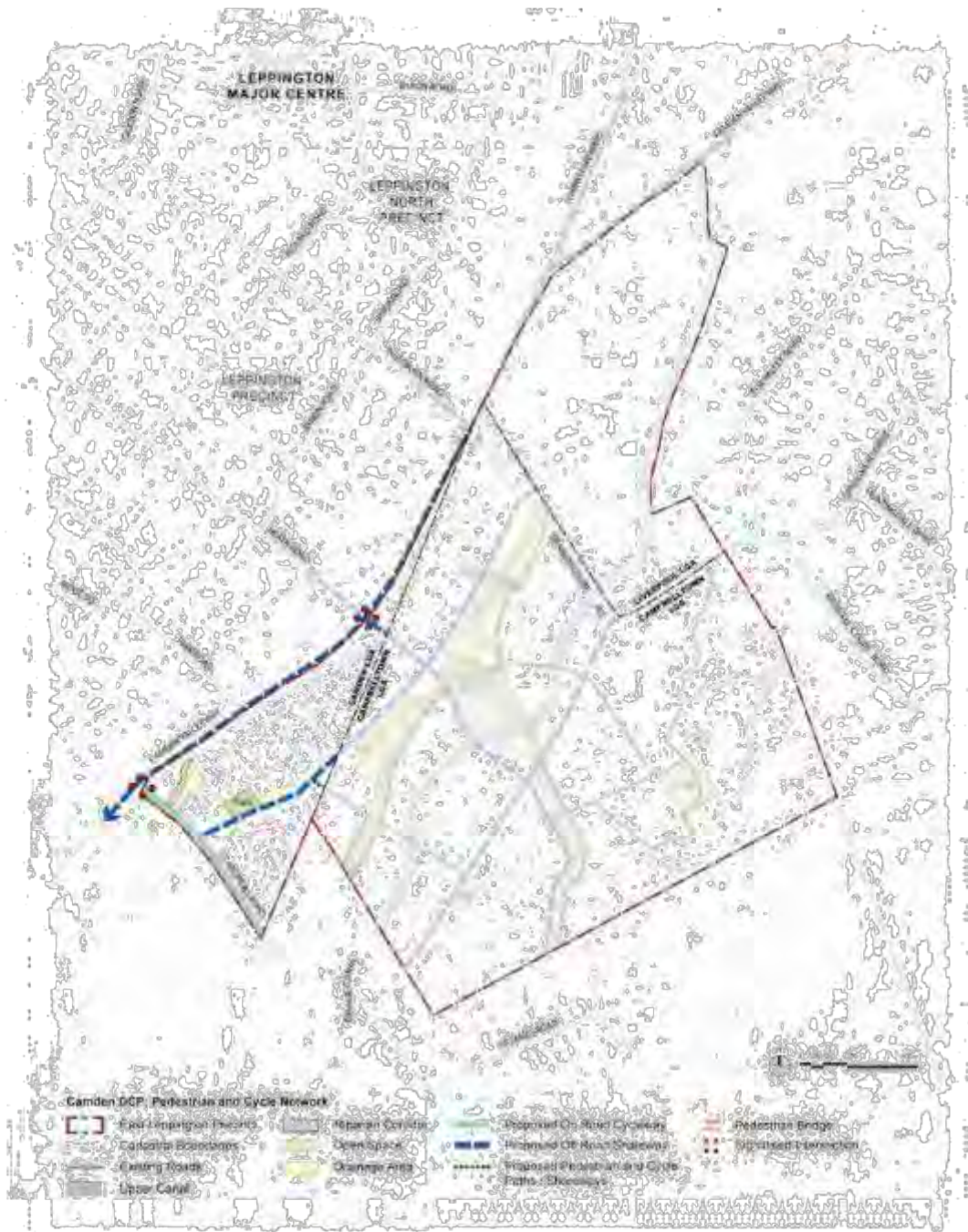


Figure 2-12 Pedestrian and cycleway network

East Leppington Precinct

ORD08

Attachment 1

Camden LGA PAMP 2014

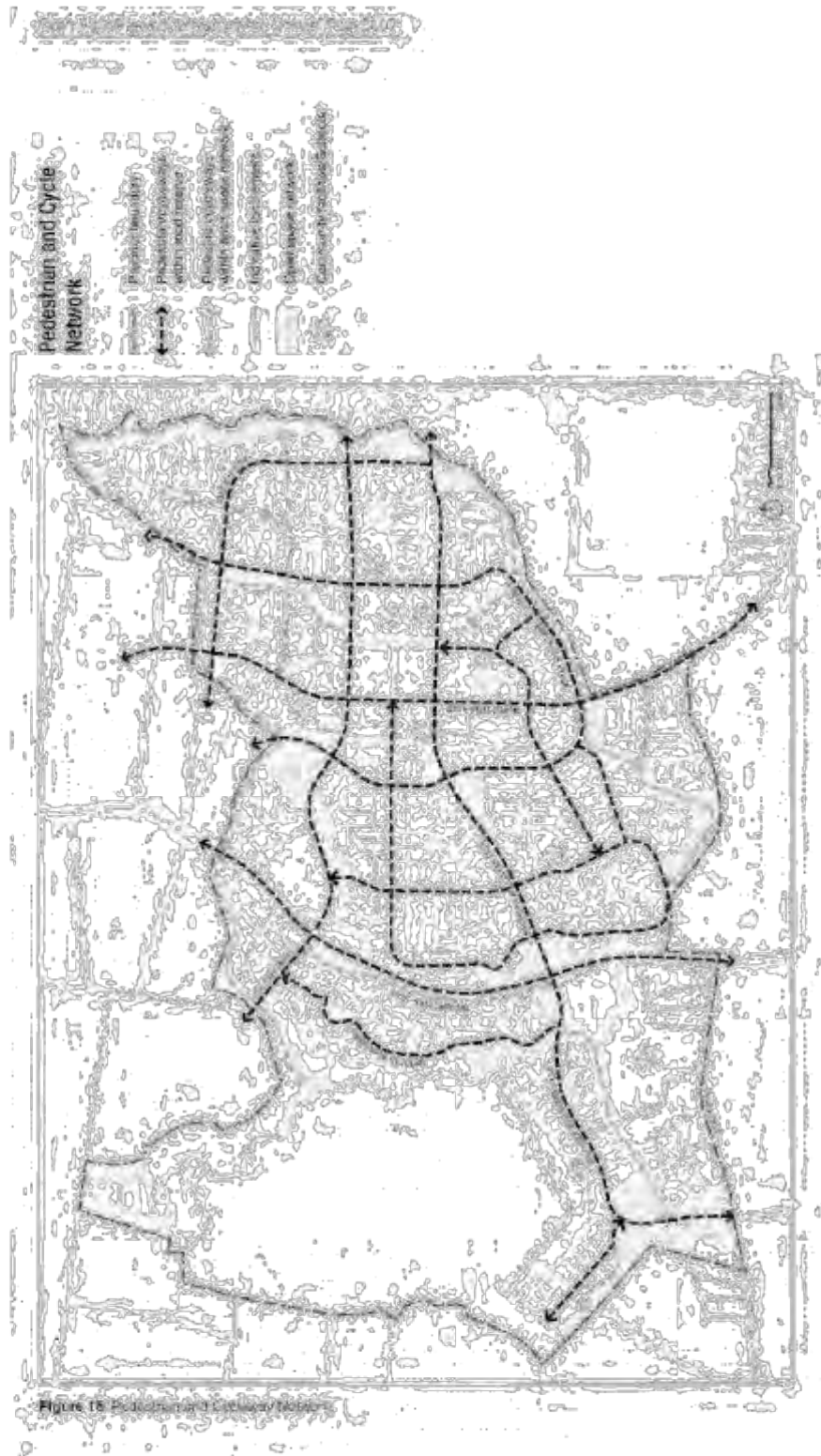
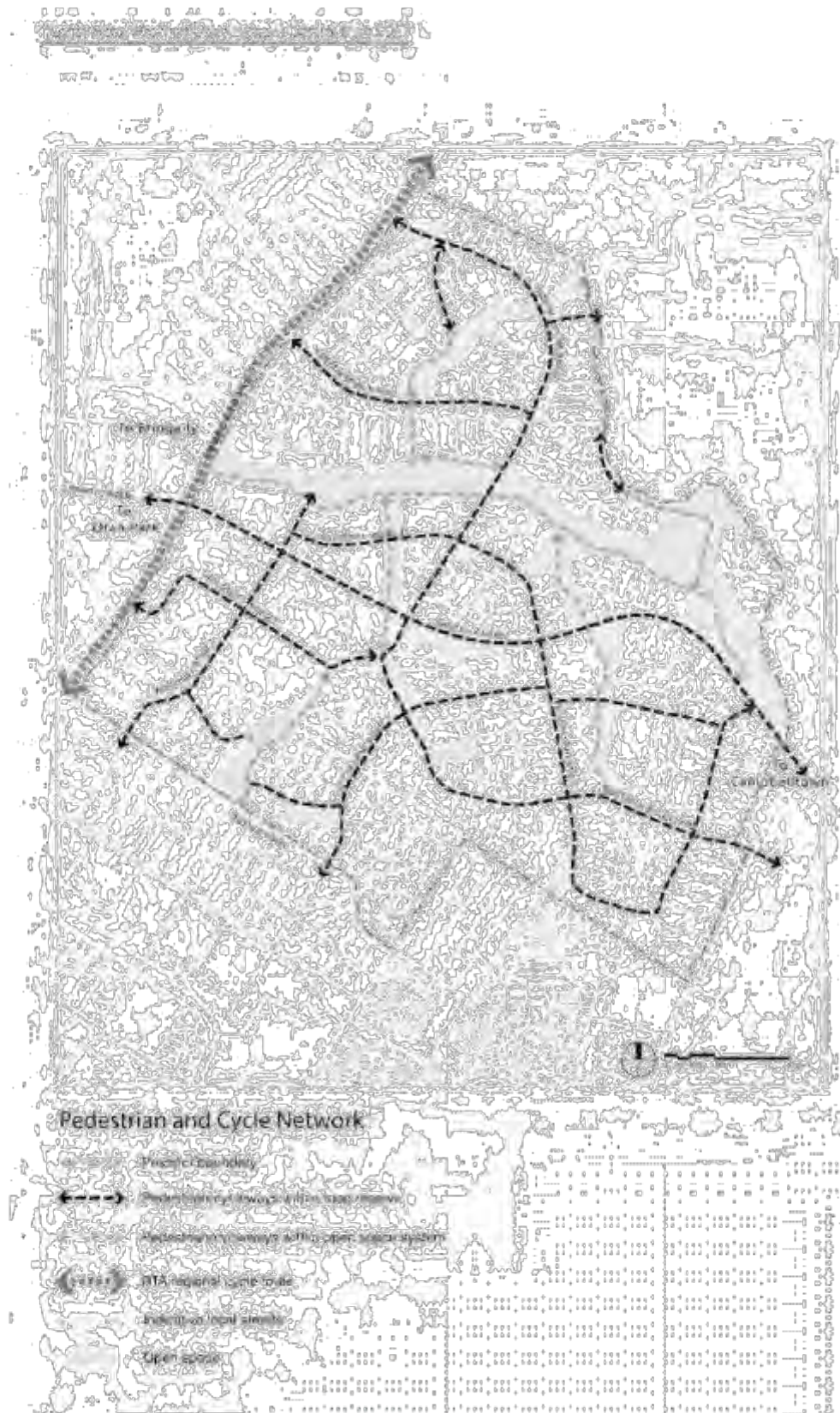


Figure 15 Pedestrian and Cycle Network

Camden LGA PAMP 2014



ORD09

Attachment 1

1 May 2014



Community
Foundation

ABN 091 472 178
Tel 1800 22 32 42

Mr Peter Standen
Camden Mens Shed
66 William Campbell Avenue
HARRINGTON PARK NSW 2567

Dear Peter,

Re: Your application for funding

We are delighted to advise that your application to the IMB Community Foundation to assist with funding of your Camden Mens Shed Centre project has been successful. The Board of Directors of IMB has approved funding of \$9,700.

1. This funding is subject to the completion and return of a Memorandum of Understanding ("MoU") – a "Funding Agreement" – between Camden Mens Shed (or the properly constituted entity responsible for the application) and IMB Ltd. The MoU is attached for your perusal, completion and return to IMB Legal, PO Box 2077, Wollongong, NSW 2500. On return of the MoU, IMB will complete the document and forward a copy to you for filing and reference purposes.
2. The funding (subject to 1. above and to clause 5 in the MoU, noting 5.3 in particular) will be deposited in an IMB account in the name of your organisation by direct deposit. Please advise your IMB account number direct to IMB Legal at foundation@imb.com.au
3. With some successful applicants, arrangements have been made to split the funding into more than one amount, depending on such matters as the staging of the project, the satisfactory completion of the first stage/s and the amount of the total funds approved. We will be in direct contact with any parties so affected.
4. **NB:** If your organisation does not have a current IMB account, your approved signatories will each need to complete the normal "100 points bank ID check" at the IMB branch where the account is to be opened. Once your account is opened please forward the account details to: foundation@imb.com.au (Attention IMB Legal) so that funds can be transferred.
5. We ask that you delay any Public Statements regarding the Foundation's funding until the MoU has been completed by both parties. At the appropriate time, we would like to work together with you to ensure that information about the funding partnership is effectively communicated to all stakeholders and the community at large.

Supporting the communities in which IMB members live and work

PO Box 2077, Wollongong NSW 2500.

6. In respect of "acknowledgment" of IMB's and/or the Foundation's partnering involvement in your project, we encourage you to contact IMB Marketing direct for any advice, logo use approvals, media releases, signage, etc. IMB Marketing personnel will assist you with any aspect of promotional or marketing activities.

7. With regard to reporting obligations pursuant to clause 8 of the MoU, we will advise in October this year of the availability of the Reporting Template on IMB's web site to enable you to lodge your first Interim Report direct on-line.

Continuing Interim Reports (or "Final" when appropriate) will be sought at approximately four-monthly intervals.

Presentation functions announcing the 2014 funding recipients will be held through June and July. More information will be provided in due course and IMB's Marketing Department will contact you shortly regarding your attendance and participation.

For any queries or concerns please note that our preferred contact points are: Sarah Mielie or the writer on foundation@imb.com.au. The Foundation phone number is 1800 22 32 42.

The Board of Directors of IMB Ltd and the IMB Community Foundation Committee are very pleased to extend congratulations to you on having one of the successful IMB Community Foundation funded projects in 2014.

The overall quality of the 266 applications received by the Foundation was most impressive and of the highest order, and the IMB Board believes that the selected projects clearly support the objectives of the Foundation and will, with your valuable inputs, make a positive difference within the broader communities.

Yours faithfully,
IMB Community Foundation



Russell Fredericks
Manager

Supporting the communities in which IMB members live and work!

PO Box 2077, Wollongong NSW 2500

ORD09

Attachment 1

FUNDING AGREEMENT

BETWEEN

IMB LTD

AND

Camden Mens Shed

May 2014

FUNDING AGREEMENT

Agreement between the parties named below in connection with Funding approved by the Board of Directors of IMB Ltd ("Board") on behalf of the IMB Community Foundation.

1. Parties:

1.1 **IMB Ltd:** ACN 087 651 974
253-259 Crown Street, Wollongong NSW 2500 (**"IMB"**)
AND

1.2 **Applicant:** **Camden Mens Shed**

66 William Campbell Avenue
Harrington Park NSW 2567 (**"Applicant"**)

2. Recitals:

- 2.1 IMB called for applications from organisations seeking funds to implement and complete community-based projects within areas surrounding or adjacent to one or more of IMB's retail branch outlets.
- 2.2 The Applicant approached IMB through the IMB Community Foundation ("Foundation") requesting funding to assist with implementing a community-based project and completed a formal Application for Funding ("**Application**").
- 2.3 The Board has approved funds to support the successful completion of the project (identified in clause 3) by the Applicant.
- 2.4 The parties wish to enter into an agreement which will outline the rights and responsibilities of IMB and the Applicant during implementation and/or installation of the project.

3. Project and Amount:

- 3.1 **Name of Project:** Camden Mens Shed Centre
(**"Project"**)
- 3.2 **Amount of Funding approved:** \$9,700 (**"Funding"**)

4. Purpose of Funding:

- 4.1 To undertake and implement the activities and strategies identified in the Application to successfully complete the Project as described in the Application.

5. Payment of Funding:

- 5.1 Subject to sub-clause 6.1, IMB will provide the Funding to the Applicant by way of direct deposit into an IMB Account in the name of the Applicant. The

Applicant agrees to do all things necessary to open an account in its name with IMB (including meeting all mandatory Anti-Money Laundering legislation identification requirements);

5.2 The amount of Funding approved, as set out at clause 3.2 represents the entire amount payable to the Applicant. Liability for all taxes, duties and GST in connection with the Funding rests with the Applicant;

5.3 IMB may choose to deposit the Funding into the designated IMB branch account as described in clause 5.1 by instalments. In that case the parties will agree in writing on a payment schedule as to amounts and timing of each instalment.

5.4 Interest earned by the Applicant on the Funding shall be used and dealt with by the Applicant as if the interest earned was part of the Funding.

6. IMB agrees or undertakes as follows:

6.1 To advance the Funding and establish the payment procedures outlined in clause 5 on receipt of the completed Agreement by IMB at its address as described in clause 1.1.

6.2 To use its reasonable endeavours to assist and co-operate with the Applicant in respect of formulating press releases, media commentary and other public announcements in connection with the Project and in particular, in connection with the launching of the Project and achievement of any milestones in connection with progress of the Project.

7. The Applicant agrees or undertakes as follows:

7.1 To only expend the Funding for the purposes of implementing and completing the Project in accordance with the Application and this Agreement. This term is an essential term of this Agreement;

7.2 To conduct and manage the Project in a manner that ensures the benefits to the target community group or groups are made available in a non-discriminatory manner;

7.3 To not change the activities and operations of the Project without prior consultation and agreement with IMB. The Applicant agrees to undertake the activities and operations as described in the Application unless such an agreement on changes or revisions to the Project is obtained from IMB;

- 7.4 To authorise/appoint a Project Director to act on behalf of the Applicant and who will be the contact person for the Project. An alternate person may be nominated in appropriate circumstances;
- 7.5 To ensure the Project is implemented and operated in accordance with applicable State and Commonwealth laws and regulations and in accordance with the regulations and policies of the local government authority or authorities;
- 7.6 To keep proper accounts and records of its transactions and affairs in relation to its use of the Funding;
- 7.7 To not use the Funding as security to create a debt facility or similar liability;
- 7.8 To return to IMB within twenty eight days any unexpended or non-acquitted amounts of the Funding on completion of the Project or if the Project is otherwise terminated before completion. Funds returnable will not include amounts required for accrued liabilities or other items of expenditure outstanding and directly relating to the Project;
- 7.9 To notify IMB if, from the time this Agreement is completed to the time of completion of the Project, it receives additional funding from Commonwealth, State or Local Government, or from any other sources from which funding could be considered prejudicial, adverse, or unfavourable to IMB's interest in the Project.
- 7.10 To give access to IMB or its authorised representatives at any reasonable time to the premises or areas where the Project is being implemented for the purposes of inspection, monitoring or evaluating the works or progress of the Project.
- 7.11 Not to represent itself, and shall ensure that its employees or contract personnel do not represent themselves, as being an employee, contractor, partner or agent of IMB, or in any other way have the power or authority to bind or represent IMB. Nor does this Agreement establish a joint venture between the parties.
- 7.12 To not assign, in whole or in part, its benefits nor its responsibilities relating to the Project without prior written approval of IMB.
- 7.13 To indemnify and hold harmless IMB, its officers, employees and agents ("those indemnified") from and against any loss (including legal costs and expenses on a solicitor/own client basis), or liability, reasonably incurred or

suffered by any of those indemnified arising from any claim, suit, demand, action or proceeding by any person against any of those indemnified where such loss or liability was caused by any wilful, unlawful or negligent act or omission of the Applicant, its employees, agents or sub-contractors in connection with this Agreement including but not limited to a breach of intellectual property rights and moral rights.

- 7.14 The indemnity referred to in clause 7.13 shall survive the expiration or termination of this Agreement.

8. Reporting:

- 8.1 **Progress Reports** - while the Project is a work-in-progress, the Applicant agrees to submit a Progress Report every four months in a format prescribed by IMB. In the first year, Progress Reports are to be lodged within twenty one (21) days of: October 31, 2014; February 28, 2015; and June 30, 2015. Where the Project extends beyond June 30, 2015, the Applicant will provide a Progress Report every six months.
- 8.2 **Final Report** – where the Project has been completed in accordance with the description given in the Application, the Applicant agrees to submit a Final Report in the same format as in 8.1. The Final Report will include the requested information together with a summary comment by the Applicant on the degree of success of the Project in terms of its original aims and objectives and of the benefits to community members, both locally and in the wider region where applicable.
- 8.3 **Financial Report** – at the time of forwarding the Final Report, the Applicant agrees to provide a summary financial statement setting out the receipts and expenditures relevant to implementing and completing the Project.
- 8.4 **Other Information** – the Applicant agrees to forward to IMB any information, documentation, brochures, media copy and the like resulting from the Project which may be of interest to IMB and the IMB Community Foundation.

9. Marketing and Promotion:

- 9.1 The Applicant acknowledges that it may be expected to co-operate with IMB in promoting the Project to the community or any other party if required;
- 9.2 As a condition of receiving the Funding from IMB, the Applicant agrees to use its reasonable endeavours to promote IMB and its services by way of or through any publicity medium available to the Applicant;
- 9.3 Any such promotional material may contain:

- 9.3.1 The IMB logo and or the IMB Community Foundation's logo in the format provided by IMB to the Applicant;
- 9.3.2 Adequate acknowledgement of the contribution of the Funding from IMB;
- 9.3.3 Photographs or similar visual items relating to the Project, to the Applicant and/or to its representatives, and to IMB representatives in the course of their involvement with the Project.
- 9.4 The publicity medium described in clause 9.2 may include but will not be restricted to: television; newspapers; newsletters; web sites including partnering linkages; notices and bulletins circulated within the Applicant's organisation and industry including those directed to employees, members and the public; noticeboards; brochures; working documents; event advertisements and signage;
- 9.5 Before undertaking the activities described in this clause 9, to the extent that such activities refer to IMB, the Applicant will consult with IMB prior to the release of any materials, including the use of IMB's or the IMB Community Foundation's logos or branding marks and colours, media releases, printing, publishing or internet usage of posters, brochures, information booklets and the like;
- 9.6 Where requested, IMB will assist and cooperate by formulating and editing press and other media releases, media commentary, formal public announcements and similar materials pertaining to the Project.
- 9.7 The Applicant authorises IMB to refer by name to the Applicant and the Project in IMB's own promotional material and activities.
- 9.8 The Applicant will provide IMB with its organisation's logo (if any) by jpeg, pdf or eps (or similar format) within 1 week of signing this Agreement.
- 9.9 Where relevant, the applicant will provide a URL address within 1 week of signing this Agreement, so that a link from IMB's corporate website to the Applicant's website (if any) can be established.

10. Insurances:

The Applicant shall ensure throughout the Project that appropriate workers' compensation insurance, public liability insurance and any other insurance IMB may reasonably require (and provided such insurance is relevant to the Applicant's operations or the Project) is maintained. The Applicant agrees to provide proof of the existence of these insurances to IMB within 10 days of a request from IMB.

ORD09

Attachment 1

11. Termination

11.1 If the Applicant fails to fulfil or is in breach of any of its obligations or essential terms under this Agreement, IMB may write to the Applicant detailing the omissions and/or breaches, and require that these are rectified within 14 days.

11.2 If the omissions and/or breaches are not rectified to the satisfaction of IMB within 14 days, IMB may terminate this Agreement.

11.3 Where IMB terminates this Agreement, the Applicant:

11.3.1 agrees to immediately reimburse to IMB the amount remaining of the Funding provided by IMB to the Applicant including any monies improperly spent pursuant to clause 7.1 of this agreement; and

11.3.2 acknowledges that IMB may take any other action to recover any loss or damage which it has suffered due to the acts or omissions of the Applicant.

11.4 Where IMB terminates this Agreement, the Applicant acknowledges that:

11.4.1 IMB will not be liable for the payment of any compensation to the Applicant or beneficiaries of the Project for any direct or consequential loss or damage; and

11.4.2 the Applicant will immediately do everything possible to mitigate losses arising from the termination of the Agreement, including losses affecting the beneficiaries of the Project.

12. Default

12.1 Notwithstanding clause 11, if the Applicant:

12.1.1 goes into liquidation or a receiver or receiver and manager or mortgagee's or chargee's agent is appointed; or

12.1.2 in the case of an individual, becomes bankrupt or enters into a scheme or arrangement with creditors;

IMB may, by notice in writing, immediately terminate this Agreement without prejudice to any right of action or remedy which has accrued or which may accrue in favour of either party and shall not be liable for any further payments.

13. Contact Details-

Telephone contact may be made with the IMB Community Foundation on 1300 22 32 42.

Emails may be directed to foundation@imb.com.au

Postal address (IMB Community Foundation and IMB Ltd): PO Box 2077, Wollongong NSW 2500.

Contact with IMB Marketing in respect of clause 9 may be arranged through any of the above contact points or by telephoning IMB Direct on 133 462 (133 IMB).

14. Signatures

Each party warrants that the persons specified below have the authority to enter into this Agreement on their behalf.

Signed for and on behalf of IMB Ltd

Name of Authorised Representative:

Signature of Authorised Representative:

Signed for and on behalf of Camden Mens Shed

Name of Authorised Representative 1:

Signature of Authorised Representative 1:

Name of Authorised Representative 2:

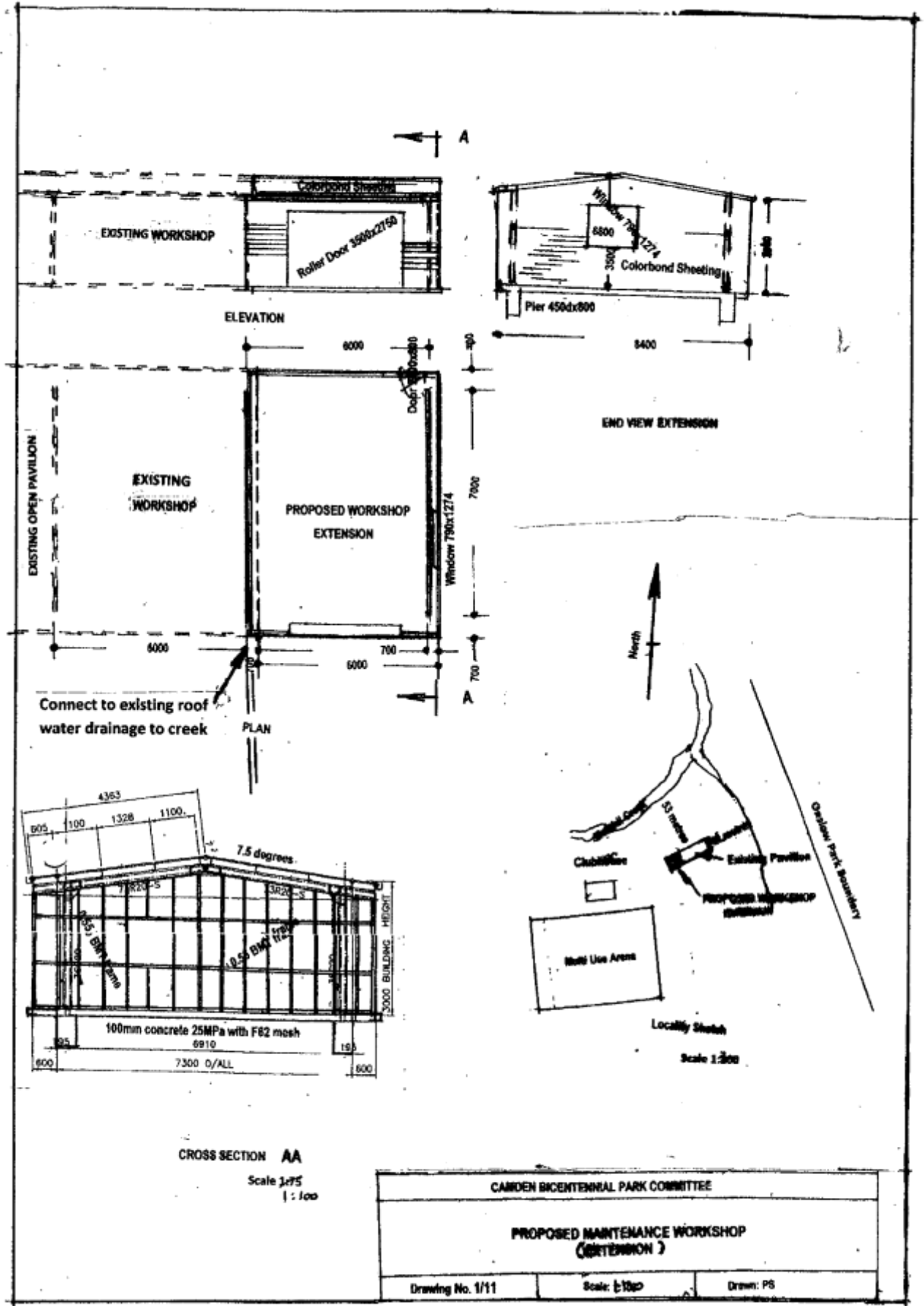
Signature of Authorised Representative 2:

This Funding Agreement has been entered into and completed on the

----- day of May, 2014.

ORD09

Attachment 2



| | | |
|----------------------------------------------|--------------|-----------|
| CAMDEN BICENTENNIAL PARK COMMITTEE | | |
| PROPOSED MAINTENANCE WORKSHOP (EXTENSION) | | |
| Drawing No. 1/11 | Scale: 1:100 | Drawn: PS |