



Camden Council

Business Paper

Ordinary Council Meeting
9 June 2015

Camden Civic Centre
Oxley Street
Camden



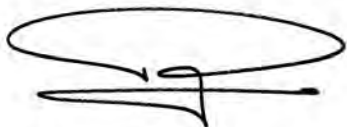
THE COUNCIL OF CAMDEN

TO: **COUNCILLORS**
FROM: **GENERAL MANAGER**
DATE: 04/06/2015
SUBJECT: NOTIFICATION OF MEETING

Your attendance is required at the following meeting of the Council of Camden, to be held on 09 June 2015, at the Camden Civic Centre, Oxley Street, Camden:

Light refreshments will be served from 5:30pm.

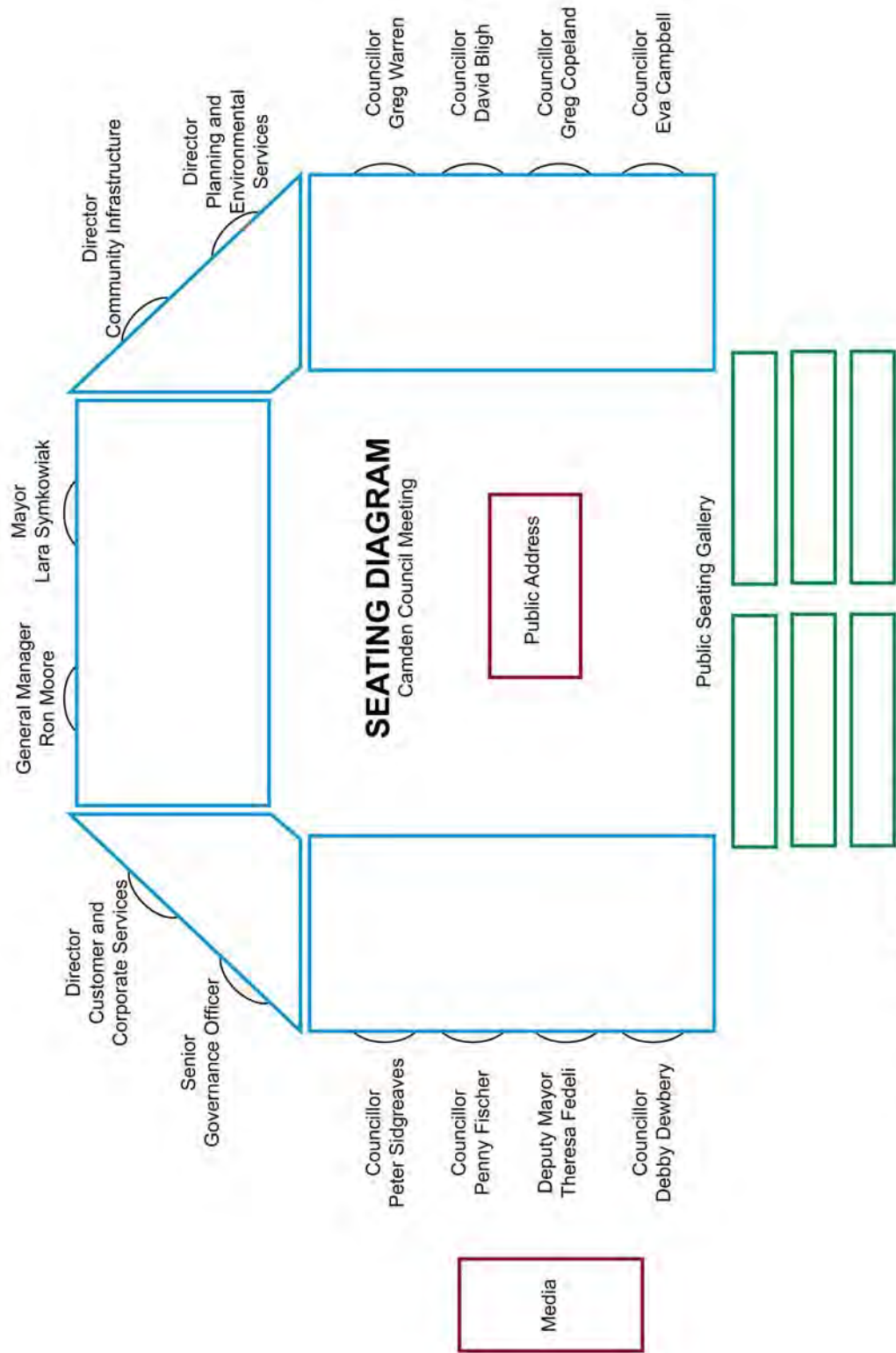
Ordinary Council Meeting 6.00pm



R MOORE
GENERAL MANAGER

COMMON ABBREVIATIONS

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



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



ORDINARY COUNCIL

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ORDINARY COUNCIL

SUBJECT: PRAYER

PRAYER

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

Amen

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

Amen

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

Amen

AFFIRMATION

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

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

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

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

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



ORDINARY COUNCIL

SUBJECT: ACKNOWLEDGMENT OF COUNTRY

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



ORDINARY COUNCIL

SUBJECT: RECORDING OF COUNCIL MEETINGS

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



ORDINARY COUNCIL

SUBJECT: APOLOGIES

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

RECOMMENDED

That leave of absence be granted.

ORDINARY COUNCIL

SUBJECT: DECLARATION OF INTEREST

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

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

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

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

RECOMMENDED

That the declarations be noted.

ORDINARY COUNCIL

SUBJECT: PUBLIC ADDRESSES

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

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

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

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

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

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

RECOMMENDED

That the public addresses be noted.



ORDINARY COUNCIL

SUBJECT: CONFIRMATION OF MINUTES

Confirm and adopt Minutes of the Ordinary Council Meeting held 26 May 2015

RECOMMENDED

That the Minutes of the Ordinary Council Meeting held 26 May 2015, copies of which have been circulated, be confirmed and adopted.



ORDINARY COUNCIL

SUBJECT: MAYORAL MINUTE

Consideration of Mayoral Minute (if any).



ORD01

ORDINARY COUNCIL

ORD01

SUBJECT: COMMUNITY SMALL GRANTS PROGRAM - MINI ROUND

FROM: Acting Director Customer & Corporate Services

TRIM #: 15/61496

PURPOSE OF REPORT

This report seeks Council's endorsement of the recommended funding allocations in this year's mini round of the Community Small Grants Program (CSGP), a component of Council's Community Financial Assistance Program.

BACKGROUND

The CSGP provides funding up to \$5,000 per project to support the work of local community organisations based in, or providing events or services for, the Camden Local Government Area (LGA).

The budget for the 2014/15 CSGP was \$82,800. Council at its meeting on 28 October 2014, resolved to allocate \$71,887.65 towards projects received from applications during the main round in July 2014. As there was \$10,912.35 remaining, Council also resolved to seek another 'mini' round of applications in early 2015 to expend those funds.

In addition \$2,750 was returned to Council from ROAM Communities, who were successful in the main round but later dissolved the organisation. There is therefore a total of **\$13,662.00** to expend in this mini round.

MAIN REPORT

Applications were sought in February this year for a mini round of Community Small Grants with thirteen applications being received.

To be eligible for funding, an organisation must:

- be not-for-profit;
- be an incorporated body or be auspiced (sponsored) by an incorporated body;
- offer a project in the Camden LGA, or primarily for the Camden community (minimum of 75% participants from the LGA);
- acquit any previous Camden Council grants and have no outstanding debts to Council.

Applications for the mini round of 2014/15 Community Small Grants closed on 20 February and 13 applications were received totaling \$49,405.24. One recommended application was withdrawn by the applicant as the project was funded from another source.

The following criteria, as adopted in the program guidelines, formed the basis of assessment:

- demonstrate a considerable benefit to the community;
- establish new and innovative community projects or programs;
- demonstrate coordination with other groups in the community;

- show evidence of community support;
- demonstrate an ability to manage the project through allocation, effective planning, clear goals and evaluation processes;
- address local issues by attempting to meet a community need or short coming;
- show the contribution of the organisation applying to the project or activity through cash, in-kind or volunteer support; and
- demonstrate the organisation's ability to manage and deliver community or cultural services and not become dependent on ongoing financial assistance from Council

After assessment against the CSGP guidelines, 5 applications have been recommended for CSGP funding, totaling **\$13,662 00**.

The following projects scored high to medium and are recommended for full or part funding:

No	Applicant	Project	Recommended funding
1	Camden Historical Society	Produce a short documentary about early Chinese settlement in Camden. \$5,000 requested.	\$5,000
2	Camden Public School P&C Association	Replace old garden beds with raised beds and increase overall number of garden beds. \$1,047 requested.	\$1,047
3	Campbelltown Uniting Care- Focus on Families Project Cradling Camden Babies	Recruit and train 16 volunteers from Camden to provide practical and emotional support to Camden families struggling with young children or new babies. \$4,890 requested. Some of the volunteers (6) will provide support at Karitane Camden while parents attend parent skill groups. Others(10) will be connected to 30 families struggling with new babies in Camden. The project aims to support families in the growing Camden community. While this organisation is based in Campbelltown the program funded will only operate in Camden with volunteers recruited from Camden. The funding covers the cost of training the volunteers in eight training modules, covers costs of working with children checks and reimburses volunteer costs. Camden families are referred to the service by health and welfare professionals. Total cost of the program is \$9890 with organisation covering \$5000. Funding requested \$4890 (part fund)	\$3,370
4	Lung Foundation Australia	Seed funding to start up 'Lungs in Action' Program in Camden, for people who have undergone treatment for pulmonary and/or heart failure rehabilitation. \$3,622.50 requested. (part fund)	\$1,000
5	Cobbitty Village Market Day Committee Inc.	Fund purchase of online application processing software and stall holder database. \$ 3,245 requested.	\$ 3, 245
	TOTAL RECOMMENDED	HIGH-MEDIUM	\$13,662

The following 2 applications scored lower in the assessment process than those above and are not recommended to be funded in this mini round.

	Applicant	Project	Recommended funding
6	Camden Baptist Church	Part fund replacement of roof of 'The Centre'. \$5,000 requested. No additional programs offered if funded. Assessed as less community impact than recommended projects.	\$0
7	Camden Valley Basketball Association	Deliver a basketball program targeting infants and primary school aged children. \$5000 requested. Low ranking due to incomplete acquittal from previous project. Staff have discussed requirements.	\$0

The following 5 applications were ineligible against the guidelines.

	Applicant	Project	Recommended funding
8	Macarthur Chinese Services	Ineligible - needs to obtain public liability insurance. \$5,000 requested.	\$0
9	Camden Literacy Gardens	Ineligible - not incorporated, needs to arrange auspice organisation. \$4,900 requested.	\$0
10	Gregory Hills Probus Club	Ineligible - not incorporated, needs to arrange auspice organisation	\$0
11	Karitane – Tuning into Kids Parenting Program	Ineligible - funded in main round. \$3700 requested.	\$0
12	Camden Art Prize Committee	Ineligible – late application and they already receive \$18,000 as an Annual Subsidy. Requested \$5,000.	\$0

FINANCIAL IMPLICATIONS

An amount of \$13,662 is available in the current CSGP budget.

CONCLUSION

Applications have been assessed against the criteria contained in the program guidelines and recommendations reflect this assessment. The recommended projects have assessed as providing a considerable benefit to the Camden community.

Projects recommended for funding will complement existing services within the community and provide improved opportunities for the community to access services and/or facilities within the LGA.

RECOMMENDED

That Council:

- i. approve grants to projects 1-5, totalling \$13,662,(GST exclusive), as outlined in this report, to be funded from the 2014/2015 Community Small Grants Program; and**
- ii. write to each applicant, both successful and unsuccessful, advising them of the outcome and referring them, where applicable, to the next grant round or other sources of funding.**

ORD01

ORDINARY COUNCIL

ORD02

SUBJECT: PROPOSED INDEPENDENT REVIEW OF FUTURE WESTERN SYDNEY AIRPORT ENVIRONMENTAL IMPACT STATEMENT

FROM: Director Community Infrastructure

TRIM #: 15/120585

PURPOSE OF REPORT

To provide advice on a proposed Western and South-Western Sydney Councils' independent review of the future Western Sydney Airport Environmental Impact Statement (EIS), and to seek agreement for Camden Council to contribute toward a funding pool to engage consultants to objectively peer review the EIS.

BACKGROUND

On 15 April 2014 the Commonwealth Government announced that Badgerys Creek would be the location of a new airport for Western Sydney. This decision was based on the findings of a number of comprehensive studies completed over the last 40 years including EIS prepared in 1985, 1997-1999, the *2012 Joint Study on Aviation Capacity in the Sydney Region (Joint Study)* and the *2014 Study of Wilton and RAAF Base Richmond for civil aviation operations (Wilton and Richmond Study)*.

The Commonwealth Government is currently undertaking planning towards an airport which could be operational by the mid-2020s. An environmental assessment, due for release later in 2015, is an integral part of this work.

While the Badgerys Creek site has been subject to extensive environmental assessment in the past, there is a need for accurate and up-to-date information on the environmental and social issues of the proposed airport and to provide opportunities for public consultation. Furthermore, the EIS is intended to facilitate the necessary environmental approvals to commence construction and operation of a second Sydney airport at Badgerys Creek.

At its ordinary meeting of 24 July 2012, Council considered a report recommending endorsement of a position paper in opposition to any second airport in the Sydney Basin, particularly at Wilton and Badgerys Creek. The resolution of this matter was as follows:

- i. endorse the draft Position Paper to oppose any second airport in the Sydney basin, particularly at Wilton or Badgerys Creek; and*
- ii. defer consideration of any direct financial contribution to the broader campaign until after the Federal Government's 'scoping study' is completed.*

A copy of the endorsed position paper is provided as **Attachment 1** to this report.

MAIN REPORT

A forum was held at Blacktown City Council on Thursday 9 April 2015, to discuss how the Councils of Western and South-Western Sydney could best assess the environmental impacts of the Western Sydney Airport, on a shared basis.

A key outcome of the meeting of 9 April 2015 was the proposal for all Councils in Western and South-Western Sydney to contribute to a funding pool, to engage consultants to objectively peer review the future EIS for the proposed Western Sydney Airport. Key features of the proposal are summarised as follows;

- Each participating Council contributes funds on a pro rata basis (per head of population) to engage the expert consultants;
- WSROC coordinates procurement for each consultant;
- A steering committee be established, with membership including WSROC, MACROC and a representative from each participating Council, to coordinate the appointment and management of the consultants. The committee would be chaired on rotation by WSROC and MACROC;
- A project manager is engaged as early as possible to prepare briefs and oversee the independent specialist consultant peer review, under the direction of the steering committee. The project manager would be engaged for 3 months full time, spread over a 6 month period.

Discussion at the forum acknowledged the benefit in Councils pooling resources and having consultants engaged, ready for assessment of the Commonwealth's EIS as soon as it is released.

It is noted that participation in the joint peer review would not be contrary to Council's prior resolution, and access to a comprehensive review of the EIS would allow Council to advocate for the best outcomes for Camden residents.

Due for public exhibition later in 2015, and based on an expected short exhibition period of the EIS (of 60 days), it is envisaged that a peer review coordinated by a project manager engaged by WSROC/MACROC will be completed in 6 weeks, allowing each Council 3 weeks to prepare their own submission, with the benefit of the objective analysis. Access to this analysis will be of significant benefit to Council's technical staff, in preparing a draft Camden Council submission in response to the EIS, for Council's further consideration.

An exhibited EIS for the Western Sydney Airport will be comprehensive and specialised requiring expert analysis, compounded by a short public exhibition period and alignment with Council reporting cycles. In this regard, an independent peer review would assist Council staff with analysing large volumes of data as efficiently as possible, enabling a more comprehensive and balanced position on the potential environmental impacts of the Western Sydney Airport, on the Camden local government area.

FINANCIAL IMPLICATIONS

Based on the rationale that each participating Council contributes funds on a pro rata basis (per head of population) to engage the expert consultants, Camden Council's projected cost for participating in a peer review of the EIS is estimated to be within the range of \$11,791 and \$24,564, depending on the final engagement costs for the separate components of the review. This cost is based on the current group of councils that have agreed to contribute, and if several other council's also agree to contribute the cost range will decrease proportionately.

Such an arrangement provides access to valuable professional advice in a cost effective manner. An indicative schedule of the project costs, and the proportional calculation for each Council, is provided as a **Supporting Document**.

As noted in the Supporting Document, at the time of preparing this report, eight other councils have committed to participating in a joint peer review of the EIS, while at this stage there are 5 councils that have not indicated their intention.

If Council was to not agree to participate in the joint peer review, Council would need to potentially undertake a number of separate consultant assessments of particular environmental elements of the proposed airport, at considerable cost to Council, and duplicating the efforts of other councils. The proposal for jointly sharing a major review of the EIS is considered to offer a much lower cost to Council than if Council elected to engage consultants themselves.

The contribution to participate will be funded from existing Operational Budgets.

CONCLUSION

Further to the Commonwealth Government's announcement that Badgerys Creek would be the location of a new airport for Western Sydney, an EIS for the project will be publicly exhibited later in 2015.

A proposal exists for Western and South-Western Councils to jointly contribute funds to obtain an independent analysis (peer review) of the EIS which is estimated to cost Council between \$11,791 and \$24,564.

Participation in a joint peer review of the EIS provides Council with a cost effective opportunity to evaluate and analyse large volumes of data as efficiently as possible, enabling a more comprehensive and balanced position on the potential environmental impacts of the Western Sydney Airport on the Camden Local Government area.

Participation in the joint peer review of the EIS is not considered to be contrary to Council's currently endorsed position, but will enable Council to advocate for the best outcomes for Camden residents.

RECOMMENDED

That Council:

- i. endorse participation in a jointly funded Western and South-Western Sydney Councils' independent review of the Western Sydney Airport Environmental Impact Statement; and**

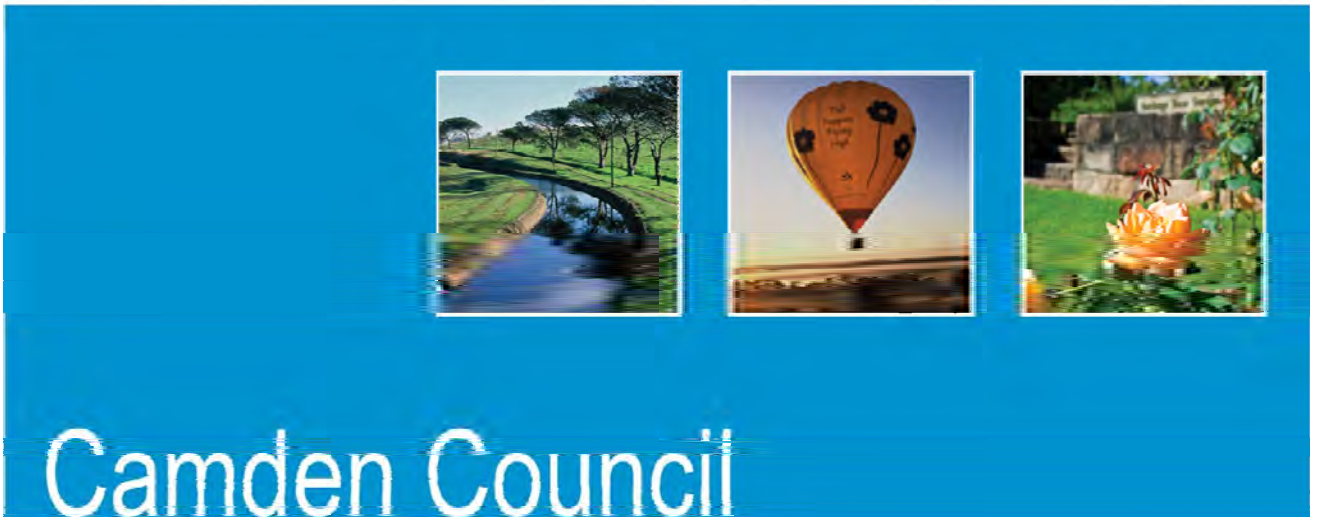
- ii. **receive a future briefing and report on the outcomes of the independent review of the Western Sydney Airport Environmental Impact Statement.**

ATTACHMENTS

1. Camden Council - Position Paper on Second Sydney Airport (2012)
2. Western Sydney Airport EIS Assessment Copy of ProRata Fee Calculations - *Supporting Document*

ORD02

Attachment 1



Camden Council

Position Paper on the Proposed Second Sydney Airport at Wilton

July 2012



www.camden.nsw.gov.au



Background

Camden Council has a longstanding policy position of opposition to the construction of a second major airport within the Sydney Basin, and was an active member of the Western Sydney Alliance opposing the previously proposed Badgerys Creek airport.

That campaign was successfully won during 1997 to 1999 when the Federal Government ruled out an airport for Badgerys Creek. Earlier campaigns against sites at Holsworthy and Wilton were also considered by Council at the time to have unacceptable social, environmental and economic impacts on Camden residents. As a result, Council opposed any second airport within the Sydney Basin.

The Joint Study for the Aviation Strategic Plan was announced on 16 December 2009 by the Hon Anthony Albanese MP, the Minister for Infrastructure and Transport as part of the launch of the National Aviation Policy White Paper.

Overseen by an independent Steering Committee of Government and industry experts, the Joint Study considered the short, medium and long-term aviation infrastructure and supporting surface transport requirements of the Sydney region, and identified strategies and locations to meet future needs. It also considered options for the use of Commonwealth-owned land at Badgerys Creek.

The Joint Study provided a series of key findings and directions including:

- From around 2030, an additional airport will be needed to supplement the capacity of Sydney (Kingsford-Smith) Airport.
- The Badgerys Creek site, which was acquired by the Commonwealth between 1986 and 1991 for a future airport, is the best site for an additional major airport.
- If Badgerys Creek is not ruled out, work should begin immediately to update the Environmental Impact Statement, and to plan towards the development of the first stage of the airport (single runway).
- If Badgerys Creek is ruled out, Wilton is the next best site and processes should be put in train to secure the site and undertake the full environmental assessment and airport planning processes required to protect and prepare the site for future development.

The Australian and NSW Governments were presented with the report of the Joint Study on Friday 2 March 2012. Following the release, Federal Transport Minister Albanese nominally rejected the Badgerys Creek site on the grounds of past undertakings, and indicated that evaluation of the Wilton site would be commenced.

Council's Current Position and Campaign

Council's current position remains actively opposed to the construction of any second major airport in the Sydney Basin, including Badgerys Creek and the latest proposal to evaluate Wilton for a potential airport site.



Camden Council has joined Campbelltown and Wollondilly Councils, along with MACROC, to launch a campaign to oppose the construction of an airport at Wilton.

There is no doubt that Sydney's future aviation and airport needs require adequate consideration and planning. However, investigations into the need for a second major airport in the Sydney Basin need to be examined holistically in the context of Sydney's overall transport needs (including its existing problems and potential solutions), and not in isolation.

A combination of alternatives to an airport at Wilton (as discussed later in this Paper) would help alleviate the surface transport congestion problems currently occurring in Sydney, without the imposition of a major airport on an existing community that has not been built to cope with the environmental impacts of a major airport.

Policy Issues

Lack of Coordination and Integration

All relevant Federal & State studies must be fully coordinated and integrated. There are currently 3 major transport planning and policy processes being undertaken, including:

- Joint Study on Aviation Capacity for the Sydney Region, released in March 2012;
- The Australian Government's East Coast High Speed Train Implementation Study, currently in progress; and
- The NSW Long Term Transport Master Plan, to be developed over the coming twelve month period.

No sensible decision on a second major airport for Sydney is possible until the above studies are complete and all the results are known and made publicly available.

Conflict between Federal and State Planning Policies

A conflict exists between policies of Federal and State levels of Government.

Federal transport studies identify a real need to address Sydney's congestion problems and suggest that a second major airport at Wilton may be appropriate (subject to further detailed studies).

However, in contrast, the State Government is encouraging a significant amount of residential investment and development in the South West Growth Centre area and the future Macarthur South Release Area for the provision of much needed housing. Camden's population is predicted to increase dramatically from 57,000 to approximately 250,000 due to its inclusion in the South West Growth Centre area.



Policies such as State Environmental Planning Policy (Sydney Region Growth Centres) 2006 and the State Government's recent collaborations with private land holders for releases of private land for residential subdivision will result in direct conflict with any future airport in Wilton. Issues such as noise, air and water pollution, as well as increased traffic (both private and public) associated with a major airport will have direct impacts on the aims and objectives of the State's strategic plans for residential development.

An airport at Wilton would prejudice the potential supply of cost effective and amenable housing to current and future generations.

Environmental Issues

Water Quality

The development of a second major Sydney airport at Wilton would pose a serious threat to the long term quality and integrity of Sydney's drinking water supply, as potential airport sites in Wilton are located in sensitive catchments that serve three of Sydney's most important water storage reservoir systems, being:

- Warragamba Dam;
- Upper Nepean dams; and
- Prospect Dam.

A future airport in Wilton would increase the risks associated with fuel storage and handling in the area (such as leaks and spills), threatening underground water systems with contamination.

Curfew and Noise

A curfew free airport at Wilton (as proposed) will mean 24/7 noise impacts on surrounding communities, including residents of the Camden Local Government Area, due to flight paths.

In addition, as a major airport at Wilton has not been previously planned, there are no ANEF (noise impact) contours for Wilton, and buildings in the area have not been constructed to cope with the serious impacts of aircraft noise, including structural, health and amenity impacts.

Air Quality in South Western Sydney

The development of a major airport at Wilton would have a significant and unreasonable impact on air quality in South Western Sydney, due to not only aircraft



emissions, but also emissions from associated traffic and infrastructure ancillary to any airport facility.

Council's recent investigations into air quality (impacts of wood fired heaters) indicated that the geography and meteorology of the Sydney Basin results in the accumulation and concentration of air pollutants in southwest Sydney. Winter temperature inversions and calm wind conditions particularly exacerbate the air pollution experienced in southwest Sydney. A second major airport would further intensify the adverse health impacts caused from poor air quality on Sydney residents.

Heritage, Ecology and Biodiversity

The development and operation of a major airport at Wilton would threaten sensitive heritage sites, including a number of Aboriginal and cultural heritage items. In addition, the inevitable destruction of habitat associated with the construction of an airport would have impacts on vulnerable flora and fauna ecosystems (such as loss of koala populations).

Economic Issues

The Joint Study on Aviation Capacity in the Sydney region indicated that an airport at Wilton is likely to fail in economic terms, with financial returns not even expected for approximately 20 years.

The distance of Wilton from the Sydney CBD (being approximately 80km) would result in significant transport costs, in addition to costs of duplicating infrastructure. All other options should therefore be considered fully before such economic costs are borne by Australian taxpayers.

Alternative Options

There are a variety of more sensible and sustainable alternatives to a second Sydney airport at Wilton, including:

- Review of efficiency and optimisation of capacity and performance at Sydney's Kingsford Smith Airport;
- Enhanced use of Bankstown and Richmond airports, which have less environmental impacts;
- Provision of upgraded ground infrastructure (road and rail) to help alleviate existing transport congestion problems in Sydney;
- Planning for the implementation of a high speed rail system for the east coast of Australia, especially for high traffic routes such as Sydney/Melbourne, Sydney/Brisbane and Sydney/Canberra;



- Using new and proposed train links to connect existing airports such as Canberra and Newcastle.

A combination of all or any of the above alternatives to an airport at Wilton may help alleviate the surface transport congestion problems being experienced in Sydney and should be considered in a fully integrated approach.

Summary

Camden Council has had a longstanding policy position of opposition to the construction of a second major airport within the Sydney Basin, and this position is upheld in light of the recent plans to develop a second major airport at Wilton.

Conflicts between Federal transport plans with strategic State policies (for transport and housing) need to be resolved. A more integrated approach to resolving Sydney's congestion is required.

Significant environmental and economic risks are associated with the proposal for a second major airport at Wilton. Such risks should not be overlooked and deserve adequate attention. Thorough investigations into a range of alternatives, and in particular the feasibility of a high speed rail link along the east coast of Australia, should be considered.

Camden Council looks forward to supporting the regional campaign against a second airport in the Sydney basin.