



**SNOWY MONARO**  
REGIONAL COUNCIL

# **BUSINESS PAPER**

**PUBLIC EXHIBITION COPY**

**Ordinary Council Meeting  
15 March 2018**

## **CONFLICTS OF INTEREST**

A conflict of interest arises when the Mayor or Council staff are influenced, or are seen to be influenced, in carrying out their duties by personal interests. Conflicts of interest can be pecuniary or non-pecuniary in nature.

A pecuniary interest is an interest that a person has in a matter because of a reasonable likelihood or expectation of a financial gain or loss.

A non-pecuniary interest can arise as a result of a private or personal interest, which does not relate to money. Examples include friendship, membership of an association or involvement or interest in an activity.

The Mayor or staff member who considers they may have a conflict of interest should read Council Policy.

The responsibility of determining whether or not the Mayor or Council employee has a pecuniary or non-pecuniary interest in a matter, is the responsibility of that individual. It is not the role of the Mayor or General Manager, or another Council employee to determine whether or not a person may have a conflict of interest.

Should you be unsure as to whether or not you have a conflict of interest you should err on the side of caution and either declare a conflict of interest or, you should seek the advice of the Director General of Local Government.

The contact number for the Director General of Local Government is 4428 4100.

## **COUNCIL CODE OF CONDUCT**

The Council Code of Conduct is a requirement of Section 440 of the Local Government Act 1993, which requires all councils to have a code of conduct to be observed by the Mayor, members of staff and delegates of the Council attending a Council meeting or a meeting of a committee of Council.

The code of conduct sets out the responsibilities of the Mayor and Council employees attending a Council meeting or a meeting of a committee of Council. The code also sets out how complaints against a Council employee, the Mayor or General Manager are to be made.

## **COUNCIL CODE OF MEETING PRACTICE**

The Council Code of Meeting Practice is a requirement of Section 360(3) of the Local Government Act 1993, which requires all councils to have a code of meeting practice. The code of meeting practice is to be observed by the Administrator, members of staff, delegates of the Council and members of the public attending a Council or a meeting of a committee of Council.

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### **Acknowledgement of Country**

Council wishes to show our respect to the First Custodians of this land the Ngarigo, Walgalu, Ngunnawal and Bidjahal people and their Ancestors past and present.

### **Webcasting**

*Council meetings are recorded and live streamed to the internet for public viewing. By entering the Chambers during an open session of Council, you consent to your attendance and participation being recorded and streamed on Councils website [www.snowymonaro.nsw.gov.au](http://www.snowymonaro.nsw.gov.au)*



**ORDINARY COUNCIL MEETING  
TO BE HELD IN THE COMMUNITY HALL, FLORENCE STREET, BERRIDALE NSW 2628**

**ON THURSDAY 15 MARCH 2018  
COMMENCING AT 5.00PM**

**BUSINESS PAPER**

**1. APOLOGIES/REQUESTS OF LEAVE OF ABSENCE**

**2. CITIZENSHIP CEREMONY**

- 2.1 Meghan Quinn
- 2.2 Caroline O'Donnell

**3. PRESENTATIONS**

- 3.1 Pauline Cook – Monaro Family Support Services

**4. PUBLIC FORUM**

- 4.1 Steven Samuels – Fishing on Lake Wallace
- 4.2 Shane Trengove, JERCs - DA0014/2016 21 Lot Residential Subdivision Rushes Bay Avenue East Jindabyne
- 4.3 Michelle Francis, Ngarigo Nations - Significance of Aboriginal Women of Rushes Creek Gorge in relation to DA0014/2016

**5. DISCLOSURE OF INTEREST**

(Declarations also to be made prior to discussions on each item)

**6. MATTERS DEALT WITH BY EXCEPTION**

**7. ADOPTION OF MINUTES FROM PREVIOUS COUNCIL MEETING**

- 7.1 Ordinary Council Meeting held on 15 February 2018
- 7.2 Closed Session of the Ordinary Council Meeting held on 15 February 2018

**8. DELEGATE'S REPORT (IF ANY)**

**9. ADOPTION OF COMMITTEE MINUTES/RECOMMENDATIONS**

Nil

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### **22.1 Mr Norm Wilton - Bombala - Removal of Construction Spoil from Property**

*Item 22.1 is confidential in accordance with s10(A)(2)(f) of the Local Government Act because it contains details of systems and/or arrangements that have been implemented to protect council, councillors, staff and Council property and (g) of the Local Government Act because it contains and advice concerning litigation, or advice as comprises a discussion of this matter, that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

### **22.2 Proposed Lease to Dementia Australia - Office 1, 227 Sharp Street Cooma - Werri Nina**

*Item 22.2 is confidential in accordance with s10(A)(2)(dii) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a competitor of the council and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

### **22.3 Proposed Road Closure & Sale of old Lions Park at Bombala**

*Item 22.3 is confidential in accordance with s10(A)(2)(dii) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a competitor of the council and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

### **22.4 Offer to Transfer Title of Lot 6 Section 42 DP 758776 to Council**

*Item 22.4 is confidential in accordance with s10(A)(2)(di) of the Local Government Act because it contains commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

### **22.5 Tender - Numeralla RFB Shed and Site Works**

*Item 22.5 is confidential in accordance with s10(A)(2)(dii) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a competitor of the council and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

**22.6 Award of Contract for Stage 2 - Detail Design of the Bombala STP and the Adaminaby STP**

*Item 22.6 is confidential in accordance with s10(A)(2)(di) of the Local Government Act because it contains commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

**22.7 Award of Tender for contract 04 - Dewatering and disposal of biosolids from the sewage treatment plants in Berridale, Cooma and Jindabyne and Contract 07 - Water Mains Upgrade in Bombala, Cooma and Jindabyne**

*Item 22.7 is confidential in accordance with s10(A)(2)(dii) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a competitor of the council and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

**22.8 Tender Evaluation - Feasibility Study for Heavy Vehicle Traffic Movement in Bombala**

*Item 22.8 is confidential in accordance with s10(A)(2)(di) of the Local Government Act because it contains commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

**22.9 Tender Evaluation - Transport Design Projects**

*Item 22.9 is confidential in accordance with s10(A)(2)(di) of the Local Government Act because it contains commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

**22.10 Corporate Information Systems Project Report**

*Item 22.10 is confidential in accordance with s10(A)(2)(c) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

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## 10.1 BOMBALA AIRPORT TERMINAL BUILDING

Record No:

Responsible Officer:	Director Operations & Infrastructure
Author:	Asset Manager
Key Direction:	1. Sustaining Our Environment for Life
Delivery Plan Strategy:	DP1.3.1.1 Ensure Council services, facilities and land holdings promote best practice for sustainability.
Operational Plan Action:	OP1.14 Council have safe, reliable, sustainable and cost effective assets through the management of Facilities.
Attachments:	1. Quotation for works at Bombala Airport <a href="#">↓</a>
Cost Centre	1310 Airfields
Project	
Further Operational Plan Actions:	

### EXECUTIVE SUMMARY

Council has received information in regard to the safety of the Bombala Airport Terminal building from a neighbouring resident and a request to demolish the Terminal building.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council

- A. Approve demolition and associated cost of the existing Terminal building and rehabilitate the site at the Bombala Airport at a cost of \$2000; and
- B. Approve the cost of \$1000 to relocate the neighbouring resident's telephone line at the Bombala Terminal building.
- C. Authorise the expenditure to be allocated in the 2018 Financial Year Budget with funding to be provided from the Former Bombala LGA Reserve.

### BACKGROUND

Council has received information from a neighbouring resident in regard to concerns of the safety of the Bombala Airport Terminal building which is located on Council owned Operational land Lot 1 DP 583689 (aerial photograph attached).

The neighbouring resident's property with house and hanger is located next to the Bombala Airport property boundary.

The neighbouring resident has requested the Terminal building, believed to be built in 1963, be demolished due to the deterioration and dangerous state of the building. The neighbouring resident records high wind velocities at this location of up to 134 km/hr which is causing movement of the building. This matter was brought to Council's attention in 2010 but no action has been taken.

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10.1 BOMBALA AIRPORT TERMINAL BUILDING

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The Terminal building is sitting loose on besser blocks, cladding is falling off, base timbers are rotting and the corrugated roof is lifting.

Terminal building at Bombala Airport



Southeast Corner of Terminal building



Southwest Corner foundations of Terminal building



Telephone cables at Terminal building





The neighbouring resident feels the building is not vital to the running of the Bombala Airport and in emergencies, such as major fires, he encourages free use of his hanger and power for personnel, aircraft support, briefings and administration which is his way of contributing to the community. There is no formal agreement in place with Emergency Services or Council.

The neighbouring resident's telephone cables has a junction within the Terminal building which would need to be relocated outside the building. As a retired pensioner he is requesting assistance from Council to achieve the relocation of these cables prior to demolition.

The neighbouring resident advises that the Terminal building is not used very often. The model flying club had previously used the building. Helicopters sometimes land and might store gear in the building overnight approximately 3-4 times per year. The building is used during a major fire event but the building is too small for major use. The neighbouring resident offers his hanger for use by SES and RFS.

The local State Emergency Service, Rural Fire Service and National Parks and Wildlife Service have been approached by Council for their input on the use of the Terminal building. SES and RFS do not use the building and NPWS have used it in the past to store some equipment but very infrequently. None of these agencies are opposed to the demolition of the building

Council Facilities Team has received quotations from a local Bombala Building Contractor with as per the following -

1. Repair the existing building - \$7900
2. Supply and erect a new colourbond shed on same building footprint - \$9350

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

The Bombala Airport Terminal building currently has minimal use and the loss of the Terminal building will have little impact on the Community and the use of the airfield.

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## **2. Environmental**

Any anticipated environmental impact which may occur as a result of works to be carried out on the building will be addressed at the time.

## **3. Economic**

- 1. Council staff demolition, dispose and site rehabilitation - \$2000.00

The neighbouring resident's request for Council's assistance in the relocation of the telephone line at the Bombala Terminal building - \$1,000.00

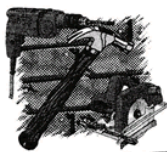
Council to authorise the expenditure and allocate an amount in the 2018 Financial Year Budget with funding to be provided from the Former Bombala LGA Reserve.

## **4. Civic Leadership**

Council maintains Council's Assets and Facilities for the best social and economic outcomes for the Community.

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**Caldwell**  
Lic No: 171836c **Building & Contracting Pty Ltd**

Phone: 02 6458 3345  
Fax: 02 6458 3661  
Mobile: 0417 298 694  
80 Hyde Street,  
(PO Box 71)  
Bombala NSW 2632

## QUOTATION

TO: Shawyer Merara Regional Council DATE: 5-12-17  
Attn: Lorraine Thomas  
Assets Manager

0251

Quantity	Description	Total
	Re: building at Bombala Airport Repair Existing - Bore holes x 4 to corners concrete same with tie down embedded re align building on footings & repair same. Coat external walls with colourbond also eaves and fascias, repair & paint windows & doors Total Cost + GST	\$ 7900-00
	Demolish & remove existing - Pull old building down and remove all possible leave site clean Total Cost + GST	\$ 4500-00
	Supply new shed - Supply new colourbond shed approximately 4m x 5m 2.4 high at eave with one PA door and one window 1.2 x 1.2 concrete slab to same and erection. clean up site Total Cost + GST	\$ 9350-00
SUB TOTAL:		\$
GST:		\$
TOTAL:		\$

Quote Valid: 5-11-18  
Signature:

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## 10.2 NATIONAL ROADS AND MOTORISTS ASSOCIATION (NRMA) - STATE WIDE ELECTRIC VEHICLE CHARGING NETWORK

Record No:

Responsible Officer:	Director Operations & Infrastructure
Author:	Group Manager Transport Infrastructure (Operations)
Key Direction:	1. Sustaining Our Environment for Life
Delivery Plan Strategy:	DP1.3.1.1 Ensure Council services, facilities and land holdings promote best practice for sustainability.
Operational Plan Action:	OP1.14 Council have safe, reliable, sustainable and cost effective assets through the management of Facilities.
Attachments:	1. The Future is Electric <a href="#">↓</a> 2. Information Pack <a href="#">↓</a> 3. Partnership Proposal <a href="#">↓</a> 4. Letter of Intent <a href="#">↓</a>
Cost Centre	1802 – Roads Management Operations
Project	EV Charging Systems
Further Operational Plan Actions:	

### EXECUTIVE SUMMARY

A Resolution of Council (316/17) directed Council staff to approach the National Roads and Motorists Association (NRMA) to propose becoming a partner in NRMA's State-wide electric vehicle fast-charging network, with the intention of placing a fast charging station (or stations) at strategic locations in the Snowy Monaro Region.

Attached is information resulting from discussions with NRMA and, following agreement through a signed (non-binding) Letter of Intent (LoI), engages NRMA to proceed with planning to deliver Two (2) fast charging stations at Kalkite Street car park in Jindabyne and One (1) fast charging station at Massie Street car park in Cooma.

The following officer's recommendation is submitted for Council's consideration.

### OFFICER'S RECOMMENDATION

That Council

- A. Receive and note the report on National Roads and Motorists Association (NRMA) – State Wide Electric Vehicle Charging Network.
  - B. Authorise the General Manager, under delegation, to sign the non-binding Letter of Intent (LoI) between Council and NRMA and proceed with planning to deliver Two (2) fast charging systems in Kalkite Street car park, Jindabyne and One (1) fast charging system in Massie Street car park, Cooma.
  - C. Once the designs, approvals and enabling works have been completed, authorise the General Manager, under delegation, to sign the legally binding Licence to Occupy (LtO) for the installation of Two (2) fast charging systems in Kalkite Street car park, Jindabyne and One (1)
-

fast charging system in Massie Street car park, Cooma with a term for the licence of 5 years and an option for a further 5 years.

- D. Authorise the Group Manager Transport & Infrastructure (Operations) to enter into further discussions with NRMA with the aim of introducing Electronic Vehicle Charging Systems into Adaminaby and Bombala as a second tranche of charging systems across the region.

## BACKGROUND

The transition to Electronic Vehicles is, in the view of NRMA, increasing as is the demand for infrastructure that enables motorists to plan their journeys in the same way they do with the traditional internal combustion vehicles. Some statistics to support this view are as follows:

- In 2016, the Dutch Parliament supported banning the sale of petrol and diesel cars from 2025; The Norwegian government followed suit and, in June 2017, India announced it would no longer allow the sale of new petrol or diesel cars by 2030.
- In July 2017 both France and the UK announced that petrol and diesel vehicles would be banned from sale by 2040.
- In July 2017 Volvo announced that every one of its cars launched from 2019 would have an electric motor.
- Jaguar Land Rover has pledged that every new model line will be electric from 2020.
- Volkswagen Group, Daimler Group and BMW Group have committed investments in excess of \$75 billion to develop electric cars.

## COUNCIL POSITION

Over the past 12 months, Council staff have been in discussions with ActewAGL over the possible delivery of Electronic Vehicle Charging Units for Massie Street car park in Cooma. These discussions were extended to include possible introduction of Smart Cities technology initiatives as a result of the Snowy River Avenue Upgrade project in Jindabyne. During these discussions the NRMA were introduced as a possible alternative supplier for Electronic Charging Vehicle Charging Systems and the advantages of NRMA as the preferred provider are as follows:

- NRMA Members receive free charging from NRMA installed Vehicle Charging Stations;
- NRMA deliver a universal charging mechanism to suit all electronic vehicles.
- NRMA offer the opportunity to data share and allow Council to access information relating to journeys into and around the Snowy Monaro Region.
- NRMA offer marketing initiatives with the inclusion of the Snowy Monaro brand on NRMA supplied Electronic Vehicle Charging Systems.
- NRMA are will to enter into a partnership with Snowy Monaro Regional Council to consider extending the Electronic Vehicle Charging System network into Adaminaby and Bombala.
- The delivery, installation and maintenance of NRMA provided Electronic Vehicle Charging Systems is at no cost to Council.

## TIMEFRAME AND LOCATION

Following Council approval and subject to design approval, the intention is to install Two (2) Electronic Vehicle Charging Systems in Kalkite Street car park before the June 2018 long weekend.

Some additional work is required to identify the power source and determine whether sufficient power is available to support the installation of an Electronic Vehicle Charging System at Massie Street car park, Cooma and current thinking is this will be installed post Winter 2018.



*Kalkite Street Car Park – Jindabyne*



*Massie Street Car Park - Cooma*

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

The arrival of Electronic Vehicle Charging Systems into Snowy Monaro Region will impact on the number of available parking spaces within each township as each parking space with a charger will be dedicated to electronic vehicles. However, the new design for Kalkite Street car park,

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Jindabyne delivers an additional 12 parking spaces over and above the number that already exists and therefore the installation of Electronic Vehicle Charging Systems will not see a reduction in available parking spaces for Jindabyne. Unfortunately the same cannot be said for Massie Street, Cooma but, provision of Electronic Vehicle Charging Systems, in agreement with NRMA will enable Council access to data that (hopefully) will demonstrate the changing environment from the traditional combustion engine vehicle to electronic vehicle. Research undertaken by NRMA in their “The future is Electric” document (dated October 2017) suggests that motorists are more likely to consider purchasing an Electronic Vehicle if a network of public fast charging stations was available across NSW and the ACT.

## **2. Environmental**

It is believed that CO2 emissions from vehicles can be reduced by up to 92% as a result of the transition to Electric Vehicles and over 750,000 electric vehicles were sold worldwide in 2016.

The running cost per litre equivalent between current (combustion engine) vehicles and electronic vehicles is \$1.23 vs \$0.30.

An extract from the National Standards Criteria Air Pollutants Australia Factsheet states:

*“Vehicle and transport emissions have gained attention over recent times due to the Paris Agreement and Euro 6 emissions standards. Air quality has become a significant issue for many urbanised cities round the world as the quality of the air we breathe affects our health – even small improvements in air quality can achieve benefits for human health and wellbeing”*

## **3. Economic**

The NRMA will design, install and maintain all Electronic Vehicle Charging Systems at no cost to Snowy Monaro Regional Council.

NRMA members with electronic vehicles will receive charge from the Electronic Vehicle Charging Systems at no cost.

Council will install the underground conduits and construct the plinths that hold the Electronic Vehicle Charging Systems within funding from the Snowy River Avenue Upgrade project which includes Kalkite Street car park modifications and upgrade of Kalkite Street, Jindabyne.

Under clause 5.3 the NRMA Letter of Intent, Council would authorise “peppercorn” rent for the term of the Licence to Occupy.

## **4. Civic Leadership**

Direction to engage with NRMA to investigate the NRMA’s State-Wide Electric Vehicle Fast-Charging Network was determined under Council Resolution 316/17.

Councils Operational Plan 2018 and Delivery Program 2014-2017, Key Direction One – Sustaining our Environment for Life has the following objectives and strategies that align with this initiative:

- Objective 1.3 Our community collaborating towards achieving environmentally sustainable practices.
- Strategy 1.3.1 Council is a leader in environmentally sustainable practices.

Collaboration between the following departments has assisted in this report:

- Operations & Infrastructure:
    - Transport & Infrastructure (Operations).
  - Environment & Sustainability:
    - Economic Development & Tourism.
    - Development & Building.
-

*Future mobility series*



# The future is *Electric*

October 2017

PROUDLY SUPPORTED BY THE





### About the NRMA

Better road and transport infrastructure has been a core focus of the NRMA since 1920 when our founders lobbied for improvements to the condition of Parramatta Road in Sydney. Independent advocacy was our foundation activity, and it remains critical to who we are as we approach our first centenary.

We've grown to represent over 2.4 million Australians, principally from New South Wales and the Australian Capital Territory. We provide motoring, mobility and tourism services to our Members and the community.

Today, we work with policy makers and industry leaders, advocating for increased investment in road infrastructure and transport solutions to make mobility safer, provide access for all, and deliver sustainable communities. By working together with all levels of government to deliver integrated transport options, we give motorists real choice about how they get around.

We firmly believe that integrated transport networks, including efficient roads, high-quality public transport and improved facilities for cyclists and pedestrians, are essential in addressing the challenge of growing congestion and providing for the future growth of our communities.

### Comments and queries

**Mr Robert Giltinan**

Senior Policy & Public Affairs Advisor

**NRMA**

PO Box 1026, Strathfield NSW 2135

**Email:** [Public.Policy@mynrma.com.au](mailto:Public.Policy@mynrma.com.au)

**Web:** [mynrma.com.au](http://mynrma.com.au)



### About the Electric Vehicle Council

The Electric Vehicle Council is the national body representing the electric vehicle industry in Australia. Representing companies involved in providing, powering and supporting electric vehicles, our mission is to accelerate the electrification of road transport for a sustainable and prosperous Australia.

As the world's largest vehicle markets and companies set their course for a future where road transport is powered by zero emissions vehicles, the Electric Vehicle Council works to highlight the important role and opportunities for Australia in this global transition.

In an exponentially growing sector, today the Electric Vehicle Council represents 30 companies from across Australian industry.

Working to overcome the current challenges in Australia's electric vehicle market through policy and industry development, the Electric Vehicle Council recognises electrification is a milestone in the future mobility ecosystem, enabling advances in sharing, connectivity and autonomy.

By bringing the Australian market up to speed with the global transition in road transport, we firmly believe Australian consumers and industry can be leaders in the future of mobility.

### Comments and queries

**Mr Behyad Jafari**  
Chief Executive Officer

**Electric Vehicle Council**  
Level 14, 5 Martin Place, Sydney NSW 2000

**Email:** [Behyad.Jafari@electricvehiclecouncil.com.au](mailto:Behyad.Jafari@electricvehiclecouncil.com.au)

**Web:** [electricvehiclecouncil.com.au](http://electricvehiclecouncil.com.au)



## The move towards an electric vehicle future



**7** countries want fossil fuel-based cars banned



New DC fast charging stations will encourage electric vehicle uptake



Every Volvo from **2019** will have an electric motor



General Motors is transitioning to a zero emissions future

**20** new electric models are on the way

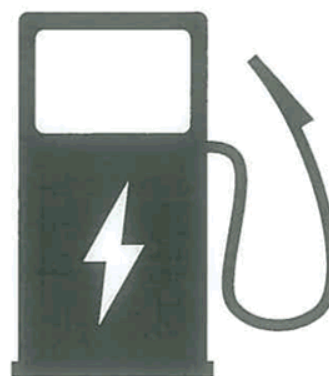


Battery technology is rapidly improving – and electric vehicles are becoming cheaper



Volkswagen will electrify its entire fleet by

**2030**

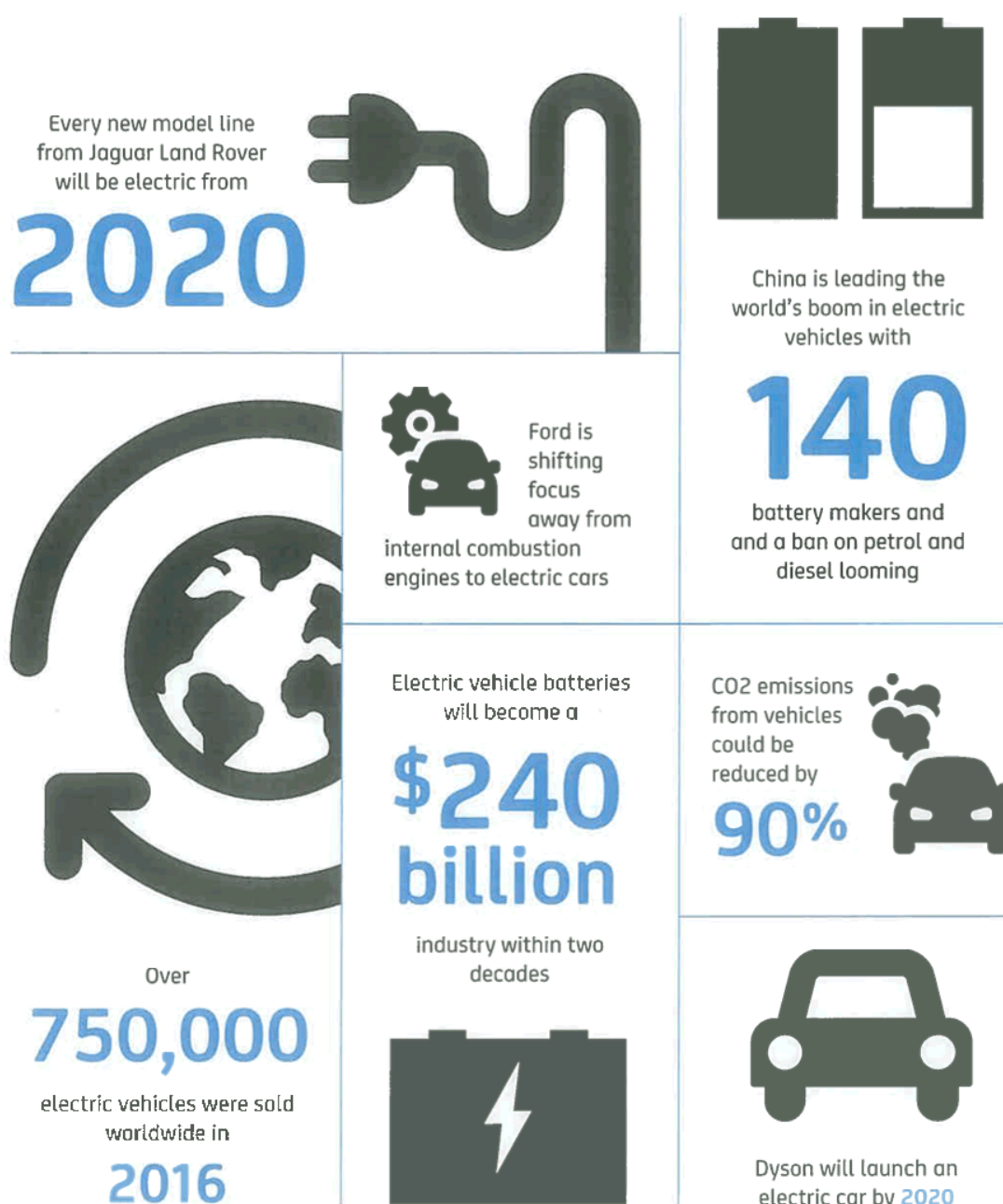


Volkswagen, Daimler & BMW Groups have committed **\$75 billion** to electric cars



Electric vehicle uptake will improve Australia's fuel security by reducing demand for imported fuels

Running cost  
**fuel vs electric**  
**\$1.23 vs \$0.30**  
per litre equivalent



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## Recommendations

The looming transition to electric vehicles demands that Australian governments provide a clear demonstration of support to consumers and industry. These recommendations are intended to encourage the adoption and availability of electric vehicles for all Australians.

### 1. To support electric vehicle uptake, a rollout of charging infrastructure should be prioritised.

Consumers are unlikely to commit to the mass uptake of electric vehicles until they can be confident that access to adequate charging opportunities exist. Investment in widespread charging infrastructure should be prioritised to encourage electric vehicle uptake, especially in rural and regional areas.

### 2. The Australian Government should remove impediments to the purchasing of electric vehicles.

Australia has a low uptake of electric vehicles compared with our global counterparts. Less than one per cent of Australian vehicles currently possess electric drive-train technology. The Australian Government should provide a short-term exemption to Fringe Benefits Tax and abolish the Luxury Car Tax for electric vehicles and associated infrastructure to encourage mass adoption.

### 3. The Australian Government should put in place policies to prioritise domestic electricity generation.

Australia's reliance on imported liquid fuels has increased significantly over the past two decades. With an abundance of diverse energy resources and the transport sector moving towards an electric future, the Australian Government should prioritise domestic electricity generation to improve Australia's fuel security and bring forward the benefits of electric and automated vehicles.

### 4. Electric vehicle fleet targets should be adopted.

Governments and companies across Australia should demonstrate leadership in the transition to sustainable, zero emissions road transport by setting fleet targets for electric vehicle integration.

### 5. An inter-governmental working group to co-ordinate the transition to electric road transport should be established.

The transition to electric vehicles will provide significant benefits across energy, transport, public health, infrastructure and industry development.

The Australian Government should establish an inter-governmental working group, representing governments, industry and consumers, tasked with establishing a roadmap for the co-ordinated transition to electric road transport, including the deployment of associated infrastructure.

### 6. Australian governments should encourage research and development in electric vehicle batteries and other technologies to support the transition to an electric vehicle future.

With an innovative and entrepreneurial culture and one of the world's largest supplies of mineral resources required for battery production, Australia is well suited to developing industries to support the global market for electric vehicles.

Australian governments should incentivise research and development in electric vehicle batteries and other associated technologies through the provision of grant funding and taxation exemptions.

## The age of the internal combustion engine is coming to an end

The humble car is undergoing a major paradigm shift. Manufacturers and technology companies are rapidly moving the automotive industry towards an electric and automated future. As trends around the world point to increasing numbers of electric vehicles, jurisdictions have begun to put in place strategies to phase out petrol and diesel propulsion.

In 2016, the Dutch Parliament supported banning the sale of petrol and diesel cars from 2025.<sup>1</sup> The Norwegian government followed suit and, in June of this year, India announced it would no longer allow the sale of new petrol or diesel cars by 2030.<sup>2</sup>

Even the German Bundesrat – the federal legislative body representing the sixteen federated states of Germany, one of the world's largest vehicle producers – passed a resolution calling on the European Commission to ban the sale of petrol and diesel vehicles by no later than 2030.<sup>3</sup>

In July, both France and the UK announced that petrol and diesel vehicles would be banned from sale by 2040. With several jurisdictions around the world having put in place zero emissions targets, it is evident that petrol and diesel vehicle bans will become more widespread.

Perhaps the most significant development in this realm comes from China, the world's largest car market. Recently, the Chinese government signalled that it would join the line of jurisdictions putting in place measures to phase out petrol and diesel cars over the coming years.<sup>4</sup>

While some of these announcements could hypothetically be scuttled by future governments, the message is loud and clear – the future is electric.

Even major industry players are supporting an electric

vehicle future. In July, Volvo announced that every one of its cars launched from 2019 would have an electric motor, marking a historic end to its fleet relying solely on the internal combustion engine. Volvo's announcement clearly places electrification at the core of its future business.<sup>5</sup>

Similarly, Jaguar Land Rover has pledged that every new model line will be electric from 2020.<sup>6</sup> Virtually all major vehicle manufacturers are increasing their investment in electric vehicles and are planning to launch upcoming models alongside electric variants.

In recent announcements, the Volkswagen Group, Daimler Group and BMW Group have committed investments in excess of \$75 billion to develop electric cars. Under its "TOGETHER – Strategy 2025" policy, Volkswagen, the world's largest car maker, declared at this year's Frankfurt Motor Show that it intends on being the largest electric vehicle maker by 2025.<sup>7</sup>

*Manufacturers and technology companies are rapidly moving the automotive industry towards an electric and automated future*

General Motors and Ford Motor Co. have also announced plans to go electric. In October, General Motors publicised its "zero emissions future" transitioning plans. By 2023, the largest car manufacturer in the United States intends to launch at least 20 new all-electric models based on learnings from the Chevrolet Bolt EV.<sup>8</sup> Also in October, Ford announced it would shift capital investment away from internal combustion engines to electric cars in an effort to slash \$14 billion in costs over the next five years.<sup>9</sup>

1. <http://insideevs.com/netherlands-moves-to-allow-only-all-evs-by-2025-no-more-gas-diesel-sales/>

2. <http://trai.in/tags/business/2017/05/01/govt-ban-petrol-diesel-cars-electric-vehicles-niti-aayog-jobs/>

3. <https://arstechnica.com/cars/2016/10/germanys-bundesrat-votes-to-ban-the-internal-combustion-engine-by-2030/>

4. [http://www.cetusnews.com/business/China-mulls-going-electric-with-aim-to-ban-petrol-and-diesel-cars.Sy\\_5V5etQX9-.html](http://www.cetusnews.com/business/China-mulls-going-electric-with-aim-to-ban-petrol-and-diesel-cars.Sy_5V5etQX9-.html)

5. <https://www.media.volvocars.com/global/en-gb/media/pressreleases/210058/volvo-cars-to-go-all-electric>

6. <http://www.jaguarlandrover.com/news/2017/09/every-jaguar-and-land-rover-launched-2020-will-be-electrified>

7. <http://economictimes.indiatimes.com/industry/auto/news/industry/electric-is-the-future-for-german-car-majors-with-50-billion-euros-investments/articleshow/60704939.cms>

8. <http://www.gm.com/mol/m-2017-oct-1002-electric.html>

9. <http://auto.economictimes.indiatimes.com/news/industry/ford-to-cut-costs-14-bln-invest-in-trucks-electric-cars-ceo/60951667>



The age of the internal combustion engine is coming to an end (continued)



As part of its global electrification commitment, Ford has invested \$4.5 billion into electric vehicle manufacturing, and plans to introduce 13 new models over the next five years, including an electric SUV to be sold in the US, Asia and Europe.<sup>10</sup>

Not to be left out, Shell, one of the world's largest oil and gas companies, recently announced the purchase of NewMotion, a company that specialises in converting parking spaces into electric charging points for electric vehicles. In addition to the purchase, Shell will start deploying its own electric vehicle charging stations throughout Britain and the Netherlands later this year.<sup>11</sup> Shell's CEO, Ben Van Beurden, even stated publicly that his next personal car would be electric.<sup>12</sup>

*It's important that we plan and prepare for an expanded electric vehicle fleet in Australia*

It's clear that the significant pressures faced by petrol and diesel powered vehicles is not limited to a single source. The rise of electric and hybrid demand is supported by governments seeking to reduce emissions, as well as improving energy storage technology. While lower running costs also factor, falling vehicle prices and greater model supply will add further significance to the price element, making electric vehicles as a mobility option more attractive to consumers.

With Australian commercial vehicle manufacturing now ceased, we are fully reliant on importing vehicles for personal and commercial use. With such a significant emphasis on electrification worldwide, particularly among major vehicle manufacturers and markets, it's important that we plan and prepare for an expanded electric vehicle fleet in Australia.

10. <https://media.ford.com/content/ford-media/na/us/en/news/2017/08/22/ford-4-yr-a-s-global-electrification-expansion.html>

11. <https://elacirek.ca/2017/02/01/shell-electric-vehicle-chargers-gas-stations/>

12. <http://news.rtt.com/2017/shell-ceo-describes-transition-carbon-free-energy-099/>

## Electric vehicle pricing and supply

Due to international crude oil pricing, constrained supply, importation and government duty, the cost of running a vehicle today on fuel is \$1.23 per litre<sup>13</sup> – the per litre equivalent of running an electric vehicle is \$0.30.<sup>14</sup> With far fewer moving parts, maintaining an electric vehicle also costs significantly less.

Analysis by Canstar Blue shows that fuel savings from an electric vehicle amount to \$1881 per year.<sup>15</sup>

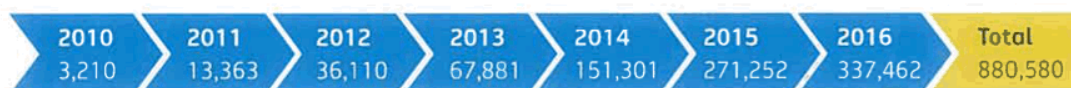
While running costs do not take the purchase price of a vehicle into consideration, there is significant evidence available suggesting that electric vehicles will continue to become more cost competitive. A report published in May by investment bank UBS predicts that

adoption and the expansion of the electric vehicle fleet. Consequently, with most electric models currently available in Australia largely priced for the prestige segment, some of the best-selling global electric cars are not being made available.

International evidence suggests a strong correlation between cumulative electric vehicle sales and the number of vehicle models being offered. A greater number of models available across a range of market segments can increase consumer choice and sales.

While there are currently 16 electric vehicle models available in Australia, 13 are priced at more than \$60,000.<sup>17</sup>

### What if Australia Mirrored Norway's Electric Vehicle Market Share?



the cost of electric vehicles will match that of regular internal combustion engine vehicles by 2018. The cost of making electric vehicles could become cheaper too, increasing profits for manufacturers.<sup>16</sup>

Although electric vehicles are currently priced higher than conventional vehicles, several forces are changing this, including more efficient batteries that are being produced in greater quantities. Governments around the world are addressing this cost premium in the short term by providing consumers with incentives to purchase electric powered vehicle alternatives.

Without similar support in place in Australia, manufacturers have been hesitant to bring electric vehicles to our domestic market, which has restricted

### Case study: Norway

Norway currently has the highest per capita number of electric cars in the world. With a long history of promoting the use of zero-emissions vehicles, Norway's market share of new electric vehicle sales in 2007 equaled Australia's in 2016.

Purchasers are encouraged to go electric with an exemption from levied taxes, road tolls and parking costs; electric vehicles are also provided with access to special lanes to optimise journey times.

In 2016, Norway announced the ban of petrol and diesel car sales by 2025. In the same year, electric vehicles made up 28.76% of all new sales.<sup>18</sup>

13. <https://www.fuelcheck.nsw.gov.au/opp/FuelPrice/Trend?fuelTypeCode=E10> (Fuel Check NSW 12-month average)

14. <https://electricvehiclecouncil.com.au/>

15. <https://www.canstarblue.com.au/energy/electricity/much-car-electric-cars-save/>

16. <https://futurism.com/investment-bank-report-precisely-the-cost-of-a-electric-vehicles-will-match-regular-cars-by-2018/>

17. <https://climateworks.com.au/publication/report/state-electric-vehicles-australia>

18. Global EV Outlook 2017 – Two million and counting

#### Electric vehicle pricing and supply (continued)

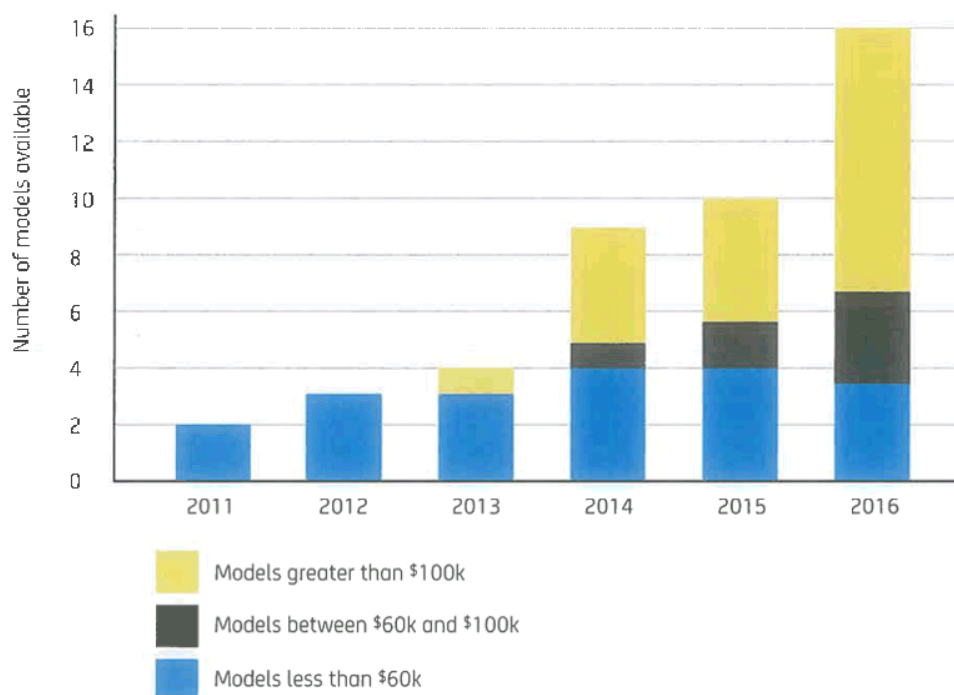
By not adopting electric vehicles at the rate of Norway, our analysis shows that from 2010 to 2016, Australians missed out on at least \$1.1 billion in fuel savings – this excludes savings derived from lower maintenance costs and special electricity pricing that is available in the market for electric vehicles.

The possible 880,580 electric vehicles on the road (ignoring future sales) would save Australians over \$550 million in fuel costs every year.

At a time when close to all of our oil supply is reliant on importation, transitioning our road fleet to run on domestically-generated energy would significantly improve our national fuel security.

With a low uptake of electric vehicles, the Australian Government should provide a short-term exemption to Fringe Benefits Tax and abolish the Luxury Car Tax for electric vehicles and associated infrastructure to encourage mass adoption.

#### AUSTRALIAN ELECTRIC VEHICLE MODEL PRICING



Source: Climateworks Australia and the Electric Vehicle Council



## Battery provision and technology

As worldwide demand for electric vehicles increases, battery production will need to increase significantly.

It's expected that the manufacture and sale of electric vehicle batteries will become a \$240 billion industry within two decades. By as early as 2020, the electric vehicle battery market alone could reach \$25 billion.<sup>19</sup>

With the world's fourth largest reserves of lithium,<sup>20</sup> Australia is well placed to attract investment and jobs in the manufacture of batteries and other components.

China has already begun to cement itself as a leader in electric vehicle battery production – there are 140 electric vehicle battery makers in China alone, which is significant given that China is the world's largest car market. Over the next two decades, China will likely reap the rewards of early electric adoption according to a recent electric vehicle report by Forbes.<sup>21</sup>

*The Volkswagen Group will electrify its entire vehicle fleet by 2030 at the latest*

In January, Tesla and Panasonic began mass production of lithium-ion battery cells in a new "Gigafactory" in Nevada. The Gigafactory, which is designed to optimise manufacturing performance while keeping production costs as low as possible, is being built in phases – once complete, Tesla expects the Gigafactory to be the largest building in the world.<sup>22</sup>

The most revealing progression, however, arguably comes from the Volkswagen Group, the world's largest car manufacturer. Recently, the Group announced its "Roadmap E" policy, which will bring a total of more than 80 new electric models to market by 2025 and electrify the entire Group fleet by 2030 at the latest.

Volkswagen's policy means that there will be at least one electric version of each of the 300 or so Group models across all brands and markets. This makes Volkswagen the first major group to put a date on the electrification of its entire fleet. To meet increasing battery demand and to satisfy this policy, Volkswagen has put one of the largest procurement volumes in the industry's history out to tender: a total order of more than \$75 billion just for the Group's future volume vehicles.<sup>23</sup>

This staggering investment alone points to an electric vehicle future, and Australia must not be left behind with insufficient supporting infrastructure.

### Solid-state batteries and wireless charging

While battery production and storage technology has improved significantly over the past decade, there are several concepts currently being tested that will further progress and refine electric vehicle energy production and storage.

Most electric vehicles on the road today are capable of achieving a range of several hundred kilometres on a single charge. Despite this, "range anxiety" is still seen as a major barrier to the broad acceptance of electric vehicles by consumers. This barrier is of particular importance to many Australians given that our rural, regional and urban areas are dispersed across vast distances.

Fortunately, solid-state batteries and wireless charging are two major concepts that have been identified as providing significant benefits towards the uptake of electric vehicles.

Solid-state batteries, which contain solid electrodes and solid electrolytes, considerably improve on the rechargeable lithium-ion battery of the 1980s.

19. [https://www.bcgperspectives.com/content/articles/sustainability\\_o\\_to/motive\\_batteries\\_for\\_electric\\_cars/?chapter=2](https://www.bcgperspectives.com/content/articles/sustainability_o_to/motive_batteries_for_electric_cars/?chapter=2)

20. <https://industry.gov.au/Office-of-the-Chief-Economist/Publications/ResourcesandEnergyQuarterlyJune2017/documents/Resources-and-Energy-Quarterly-June-2017.pdf>

21. [http://www.greencomreports.com/news/1112878\\_china-to-build-many-gigafactories-worth-of-electric-car-battery-plants](http://www.greencomreports.com/news/1112878_china-to-build-many-gigafactories-worth-of-electric-car-battery-plants)

22. <https://www.tesla.com/blog/battery-cell-production-begins-gigafactory>

### Battery provision and technology (continued)

According to Iluka Technologies, a leading materials innovation and solid-state battery technology company with operations in the US, Germany and Japan, the benefits of solid-state batteries include faster charging, increased energy density, longer cycle life, low leakage currents, reduced battery size and non-flammability.<sup>24</sup>

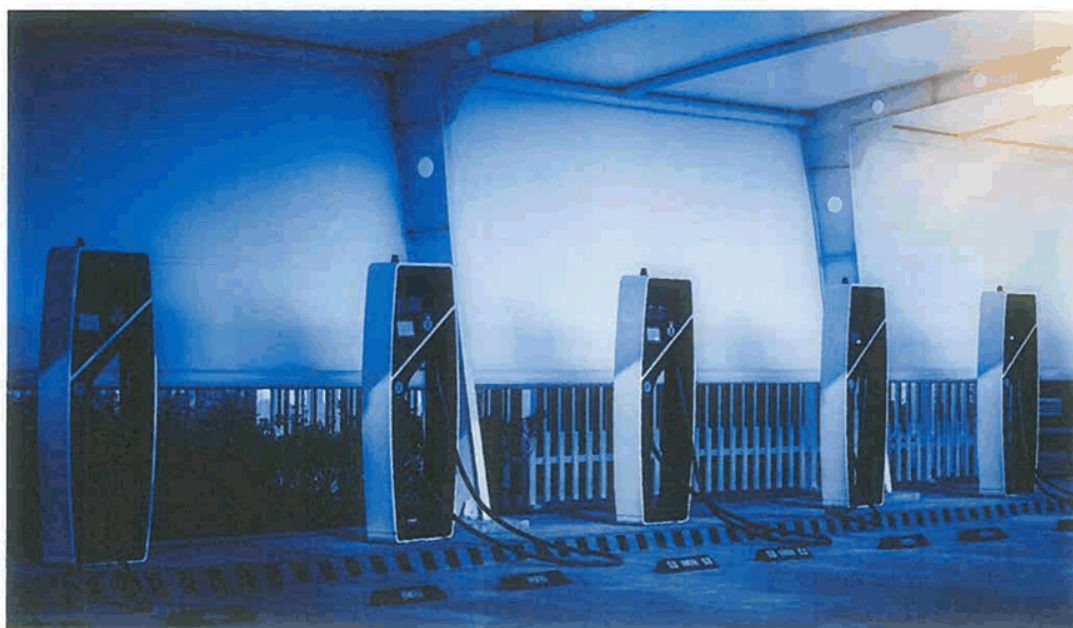
Toyota and Dyson have officially announced plans to launch vehicles with solid-state batteries from 2020, and many other manufacturers have hinted a shift towards this improved battery technology.

Wireless charging is another concept set to improve the feasibility and uptake of electric vehicles. In a recent demonstration close to Paris, Qualcomm Technologies, a leading communications and connectivity company, showcased real-world wireless charging technology by transferring energy between a test track and several electric Renault vehicles in motion.

The demonstration by Qualcomm Technologies and Renault was achieved under FABRIC, a \$13.5 million project mostly funded by the European Commission to address the technological feasibility, economic viability, and socio-environmental sustainability of wireless electric vehicle charging.<sup>25</sup>

In an encouraging early sign of the role Australian businesses can play in the growing electric vehicle market, an Australian company, Lumen, have been awarded a contract to develop, manufacture and supply Qualcomm's wireless electric vehicle charging technology.<sup>26</sup>

*Solid-state batteries and wireless charging will intensify electric vehicle uptake*



23. [https://www.ksxvjg.com/en/news/2017/09/Roadmap\\_C.html](https://www.ksxvjg.com/en/news/2017/09/Roadmap_C.html)

24. <http://www.il.co.il/>

25. <https://www.qualcomm.com/news/releases/2017/05/18/qualcomm-demonstrates-dynamic-electric-vehicle-charging>

26. <https://www.qualcomm.com/news/releases/2016/11/28/qualcomm-and-lumen-sign-commerical-wireless-electric-vehicle-charging>

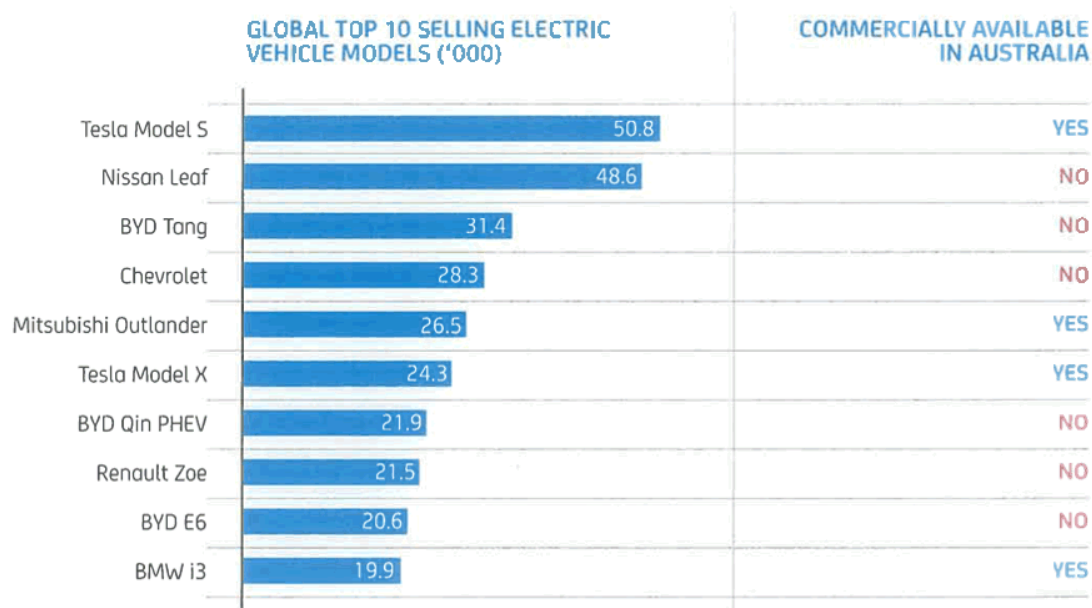
## New electric models are on the way

The availability of a range of electric vehicle models in Australia is expected to increase in the near future. As vehicle manufacturers increase their investment in new models, the next generation of electric cars will compete in cost with the average family vehicle.

Each year, as technology becomes more efficient, the cost of the battery packs that power electric vehicles are

going down. As a result, electric vehicles are becoming cheaper to own – all while their driving ranges increase.

Due to government support not keeping pace with many international jurisdictions, there are a number of electric vehicle models that are not currently available for purchase in Australia, despite accounting for the majority of global sales.



Source: Bloomberg New Energy Finance

### ELECTRIC VEHICLES POTENTIALLY COMING TO AUSTRALIA

Model	Battery range (km)	Model	Battery range (km)
Tesla Model 3	350-500	Renault Kangoo ZE	270
Nissan Leaf	400	Hyundai Ioniq Electric	280
Jaguar I-Pace	500	BMW i3s	300
Audi E-tron Quattro	500	Mercedes-Benz EQ	500
Renault Zoe	400	VW e-golf (PHEV)	50

Note: Not all specifications are final

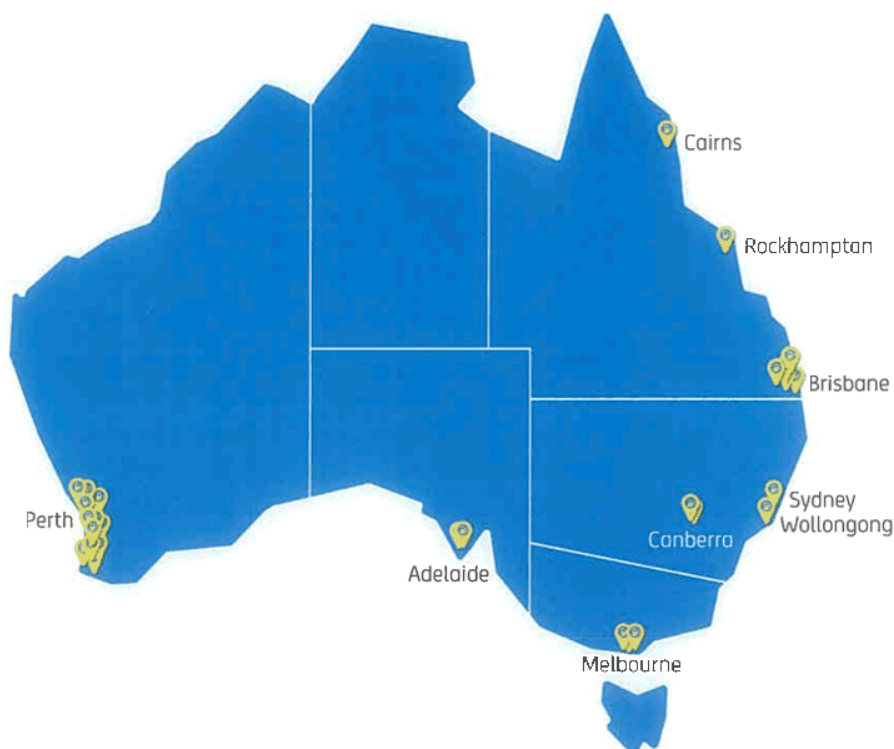
## Australia's electric vehicle charging network

Perceptions around the availability of public charging infrastructure can be crucial. Deloitte's *Unplugged: Electric vehicle realities versus consumer expectations* survey conducted across 17 countries revealed that consumers have significant anxiety relating to range, vehicle charge time and access to fast charging locations. These findings have been subsequently supported in surveys undertaken by the Electric Vehicle Council in Australia.

While a significant portion of electric vehicle charging could occur at home or in the workplace, widespread public infrastructure is needed to mitigate range anxiety on the part of prospective purchasers. Accessible public infrastructure is also crucial for connecting rural and regional centres.

Charging infrastructure comes in a variety of forms. Currently, the majority of chargers available in Australia are AC chargers. AC charging is used primarily for locations where an electric vehicle will be parked for more than an hour. AC Charging power levels range from 2.4kW to 22kW, with an average installation of 11kW charging a vehicle at approximately 50km of range per hour. In contrast, DC chargers provide much faster charging, and are thus more useful for travelling long distances between rural and regional towns and cities. With less than 50 DC charging stations in Australia, significant issues relating to accessibility currently exist.

### PUBLIC DC FAST CHARGING STATIONS IN AUSTRALIA (NON-TESLA)





Australia's electric vehicle charging network (continued)

### DC Fast Charging Stations in Australia



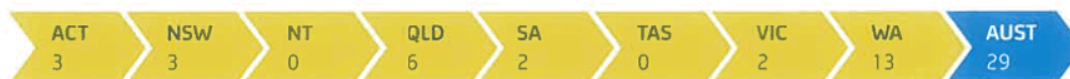
Source: PlugShare

### Tesla DC Fast Charging Stations in Australia



Source: PlugShare

### Non-Tesla DC Fast Charging Stations in Australia



Source: PlugShare

#### Charging types

**Level 1** – Plugging the car into a regular wall socket. This is the slowest charging type, requiring 16 to 20 hours to fully charge an average vehicle. The benefit of Level 1 charging is that it can be carried out anywhere at any time.

**Level 2** – Provides approximately 50km of range per hour. Level 2 charging is the most common type of electric vehicle charging. Level 2 chargers are intended for locations where vehicles will be parked for more than one hour (home, work, shopping centres and hotels).

**DC Fast Charging** – Fully recharges an average vehicle in 20 to 30 minutes. DC charging is convenient and useful for longer drives between rural and regional centres.

#### Plug types

**AC Type 1** – This is the plug standard used by most vehicles currently in Australia. It is also the standard in the US and Japan.

**AC Type 2** – Already used in Australia by Tesla and Renault. Many car manufacturers have signalled that they will move to this standard in future models.

**CCS (Combined Charging System)** – Available in AC Type 1 or AC Type 2 depending on the plug a particular vehicle uses. CCS plugs support AC and DC charging power levels.

**CHAdemo** – Developed in Japan, the CHAdemo plug supports DC charging.

**DC** – As the public fast charging option, DC chargers often come with two plugs to cater for vehicles that use either CCS or CHAdemo plugs.

## Powering an electric vehicle fleet

As the world's ninth-largest energy producer and one of only three net energy exporters in the OECD, Australia possesses an abundance of diverse energy resources.<sup>27</sup> Despite this, we are heavily dependent on imports of refined petroleum products and crude oil to meet our liquid fuel demand.

Australia's fuel stocks are small and declining, and our dependency on crude and fuel imports for transport has grown from around 60 per cent in 2000 to over 90 per cent today.<sup>28</sup> Almost all of our transport needs are met by oil-derived products (petrol, diesel, jet fuel and LPG),<sup>29</sup>

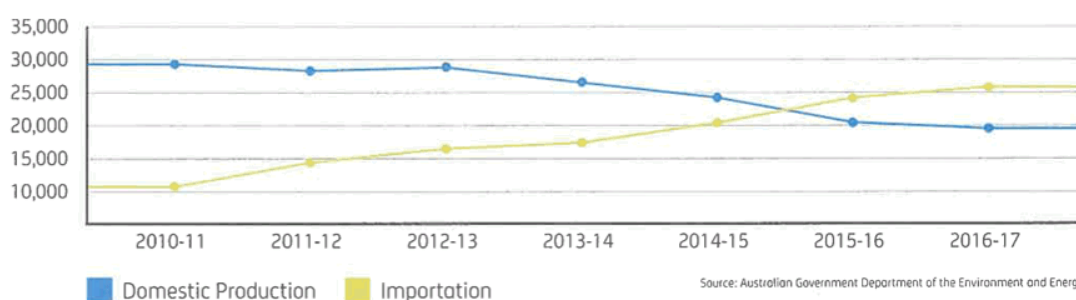
as 2030 if fuel production and stockholding projections are correct.<sup>30</sup>

The good news for Australians is that we are in a position to improve our power provision and security.

One way we can help to alter our current liquid fuel projection is through the use of more efficient vehicles in the transport sector, which is the second largest energy consumer in Australia.<sup>31</sup>

An obvious barrier to the adoption of alternative transport power sources is the lack of delivery

PETROL AND DIESEL DOMESTIC PRODUCTION VS IMPORTATION (ML)



which creates major risk should supply be interrupted due to overseas issues or conflicts – the overwhelming majority of our imported petroleum products are shipped via the South China Sea.

The Australian economy is dependent on extensive transport networks to move around people, goods and resources, and with domestic refineries continuing to close, supply and stock needs will quickly become unsustainable if Australians persist with liquid fuels and remain dependent on importation.

If we take no corrective action and continue to place additional pressure on the liquid fuel supply and demand mix, we could be presented with a dire situation as early

infrastructure for non-oil based options (e.g. electric vehicle charging points). The provision of useable and reliable delivery infrastructure for non-oil based power could make a significant contribution to reducing our demand for oil.

As noted in the 2013 Energy White Paper Issues Paper, changes in energy sources offer the potential to both increase the productivity of energy use and reduce reliance on petroleum-based liquid fuels.

With Australia's reliance on imported fuels increasing significantly over the past two decades, the Australian Government should prioritise domestic electricity generation to improve Australia's fuel security and bring forward the benefits of electric and automated vehicles.

27. <https://www.iea.org/publications/freepublications/publications/energy-policies-of-16-countries-australia-2012-review.html>

28. Adapted from Australian Petroleum Statistics Table 3 and Table 4, SREE 2014

29. [http://www.sph.gov.au/Parliamentary\\_Business/Committees/Senate/Regional\\_Affairs\\_and\\_Transport/Transport\\_energy\\_resilience/Report/c02](http://www.sph.gov.au/Parliamentary_Business/Committees/Senate/Regional_Affairs_and_Transport/Transport_energy_resilience/Report/c02)

30. Blackburn, J 2014, Australia's Liquid Fuel Security Part 2

31. <https://www.industry.gov.au/Office-of-the-Chief-Economist/Publications/Documents/oes/2016-australian-energy-statistics.pdf>

Powering on electric vehicle fleet (continued)



### Electricity consumption

Electric vehicle uptake will be reliant on the capacity of the electricity grid to support electric vehicle usage patterns. With the availability and cost of electricity a critical component of cost of living considerations for many Australians, it is important to consider the significance of electrical requirements and the capacity within the electricity market to meet demand. It is also important to consider potential implications on retail electricity costs.

Electricity consumption by electric vehicles is estimated to be less than four per cent of total electricity demand by 2036.<sup>32</sup> With the Australian Energy Market Operator recently forecasting that consumption will remain flat for the next 20 years, this demand projection is small relative to the impact of other changes expected to take place, such as investment in renewable energy technologies, restructuring of the Australian economy, and energy efficiency improvements of major appliances.<sup>33</sup>

Due to the fact that a significant amount of vehicle charging will take place overnight, electric vehicles will

not compete on the electricity grid during the peak. Despite an increase in overnight demand, it is forecast that electric vehicles will not cause a significant change to maximum demand.<sup>34</sup>

If properly managed, electric vehicle charging could deliver additional capacity to the electrical grid by providing stored energy that could be distributed across the grid when required.<sup>35</sup> Through the use of smart meters and similar devices, electric vehicle owners could actively manage their vehicle charging to ensure it occurs at periods of low electricity (spot) prices; during periods of high (spot) prices, surplus electricity stored within the vehicle's battery could be returned to the grid. If this practice were to be incentivised and widely adopted, electric vehicles could potentially relieve pressure from the national electricity grid during the peak, making energy usage more efficient and reliable.

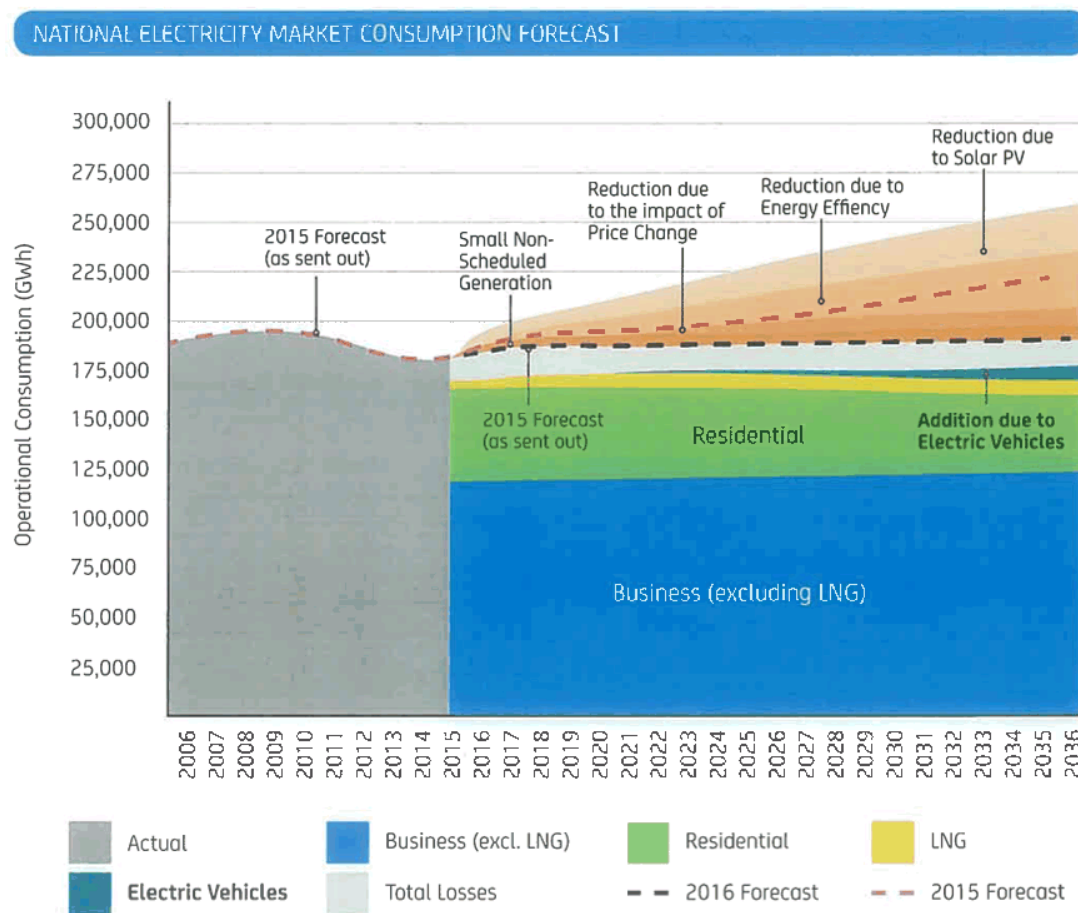
With the electric vehicle revolution looming, the role of electric vehicles in the future electricity grid should be explored, particularly their potential contribution to the network to address power security, efficiency and reliability.

32. <https://www.aemo.com.au/Macroeconomic/ARMO-Insights/Electric-Vehicles>

33. <https://www.aemo.com.au/Electricity/National-Electricity-Market/Planning-and-Forecasting/Electricity-Forecasting-Insights>

34. <https://www.aemo.com.au/Macroeconomic/ARMO-Insights/Electric-Vehicles>

35. Finkel, A 2017, *Independent Review into the Future Security of the National Electricity Market: Blueprint for the Future*



Source: Australian Energy Market Operator

## Emissions

Vehicle and transport emissions have gained attention over recent times due to the Paris Agreement and Euro 6 emissions standards. Air quality has become a significant issue for many urbanised cities around the world, as the quality of the air we breathe affects our health – even

small improvements in air quality can achieve benefits for human health and wellbeing.<sup>36</sup>

According to the OECD, air pollution cost the Australian economy \$5.8 billion in health expenses in 2010. The number of deaths attributable to air pollution rose 68 per cent between 2005 and 2010.<sup>37</sup>

36. <http://www.environment.gov.au/protection/publications/factsheet-national-standards-criteria-air-pollutants-aus-en>

37. <http://www.oecd.org/au/environment/Air-quality-and-the-cost-of-air-pollution57B926421C448-en.pdf>



Regrettably, Australia's vehicle emissions are at a record high, recently surpassing the previous emissions peak seen in 2009. Diesel emissions mainly led this increase, accounting for 55 per cent of all emissions from the consumption of petroleum fuels in Australia.<sup>38</sup>

Australia has had road vehicle emission standards for new vehicles in place since the early 1970s and these have been progressively tightened over the past 40 years. Current emissions standards are generally based on Euro standards, with equivalent US or Japanese standards accepted as alternatives.<sup>39</sup>

The aim of Euro emissions standards is to reduce the levels of harmful exhaust emissions, namely:

- Nitrogen oxides (NOx)
- Carbon monoxide (CO)
- Hydrocarbons (HC)
- Particulate matter (PM)<sup>40</sup>

Since 1992, Euro standards have been imposed on new cars manufactured in Europe, with the aim of improving air quality. Since being established, there have been six Euro standards produced, each of which places greater constraints on pollutant levels that can be expelled from a vehicle.

In 2015, the Australian Government announced its commitment to an emissions reduction target of 26 to 28 per cent below 2005 levels by 2030; this commitment, known as the "Paris Agreement," was ratified in 2016 following the United Nations Framework Convention on Climate Change.

The Australian Government has put in place several measures aimed at meeting this agreement, including the announcement of a Ministerial forum to commence work on improving the fuel efficiency of Australia's vehicle fleet.

Work has commenced to investigate the implementation of Euro 6 standards (the sixth and current incarnation of the Euro emissions standard), improved fuel quality standards and new measures to address the fuel efficiency of vehicles.<sup>41</sup>

The Australian Government will also examine measures to encourage the purchase of more fuel efficient vehicles.

This package of reforms will deliver marginal changes in emissions at a high cost to consumers, while an increased uptake of electric vehicles could drive vehicle emissions reductions by up to 90 per cent with potentially lower costs to consumers.<sup>42</sup>

### *Australia's vehicle emissions are currently at a record high*

With significantly lower lifetime CO2 emissions compared to internal combustion engine vehicles, a major shift towards electric vehicles can assist us in meeting the Paris Agreement.

One of the primary environmental benefits of switching to an electric transport system is the reduction of CO2 emissions. The emissions improvement factors are threefold: vehicle production, vehicle expulsion, and lifecycle emissions, including those from recycling/disposal.

With the right mix of incentives for the uptake of electric vehicles, we could help to achieve significant emissions reductions in Australia's transport sector, which in 2015 accounted for about 18 per cent of Australia's total emissions.<sup>43</sup>

38. <http://www.toxig.org/sites/default/files/NEEA%20complete%20AUDIT%20-%20202017-09%20FINAL.pdf>

39. <https://infrastructure.gov.au/roads/energy/ment/emissions/>

40. <https://www.nrc.gov.uk/drive/advice/now-how/euro-emissions-standards/>

41. <http://www.environment.gov.au/system/files/resources/fb337c2-2d58-4d70-a1d9-acc71254a137/files/factsheet-2030-emissions-reduction-target.pdf>

42. Saba, T. & Arlt, J. 2017. Rethinking Transportation 2020-2030 – The Disruption of Transportation and the Collapse of the Internal-Combustion Vehicle and Oil Industries

43. Iinket, A. 2017. Independent Review into the Future Security of the National Electricity Market – Blueprint for the Future

## The arrival of electric vehicles is imminent

The world's major automotive markets have made it clear – the future is electric.

Globally, the number of electric vehicles sold each year is growing rapidly. Sales volumes exceeded 750,000 in 2016, representing a 40 per cent increase on the previous year. There are now more than two million electric vehicles on the road.<sup>44</sup> BHP believes this figure could rise to 140 million by 2035.<sup>45</sup> Shell also believes electric vehicles are the future, recently announcing a forthcoming roll-out of electric vehicle charging stations through Britain and the Netherlands.<sup>46</sup>

Australia must now decide what role it wants to play in the new electric environment.

With one of the world's largest supplies of mineral resources required for battery production and an innovative, entrepreneurial and well-educated population, Australia is well suited to developing industries that support the global market for electric vehicles. However, our current position dissuades major investment.

Technological and manufacturing advances are improving the range and efficiency of electric vehicles while reducing pricing. Markets that have provided early support for electric vehicle adoption have shifted their thinking from 'why' to 'why not,' announcing the total ban of petrol and diesel vehicles after witnessing the benefits of transitioning to electric propulsion.

Reducing emissions, eliminating reliance on imported fossil fuels, improving public health and growing new and innovative industries are all strengthening the resolve of nations and companies in disrupting a process that has more or less remain unchanged since the early 1900s.

With the looming transition to electric vehicles in Australia expected to provide significant benefits across energy, transport, public health, infrastructure and industry development, we must now embrace the future and co-ordinate efforts across government and industry in preparation for this exciting revolution.



44. <https://www.iec.org/publications/freepublications/publication/ForecastForEnergyProgress2017.pdf>

45. <http://www.mining.com/bhp-says-2017-tipping-point-electric-cars/>

46. <https://electrifycar.com/2017/09/27/shell-new-electric-car-charging-gas-stations/>



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## NRMA Electric Vehicle fast charger network



Leading the charge: Partnership opportunities



### The Opportunity

As a mutual the NRMA exists to add value to our Members and the communities they live, work and visit. Our profits and investment returns are channelled in ways that allow us to deliver real, on the ground benefits in the spaces and places that matter most to our community of Members.

As part of our Social Dividend Investment Strategy, the NRMA will deliver Australia's largest Electric Vehicle (EV) fast-charge network.

This \$10 million investment over three years will see around 47 fast-charge stations, more than double the size of the current network, across NSW and ACT.

The network will account for more than 95 per cent of road trips taken by Members and is our way of ensuring regional communities have the infrastructure required to meet the needs of tomorrow's motorists.

While the EV market is in its infancy, there is a unique opportunity to act now and create the infrastructure needed to support the adoption and rollout of EVs in Australia. The automobile industry is changing and, as Australia's largest motoring organisation, we believe we have a responsibility to help make this change seamless as possible for our Members while adding value to the communities they live, work and visit.

However, we can't do it alone and we need local communities to help make this Australian first a reality.

### About the NRMA

The NRMA is one of Australia's largest Member-owned organisations with more than 2.6 million Members.

We represent one in every two households across NSW and the ACT.

With 97 years of experience in motoring and travel, keeping people moving and ensuring Members get the most from every moment on their journey is simply part of our DNA.

Doing what's right for our Members also means ensuring we support the communities and places our Members live and visit. As such, we believe we have a critical role to play in the long-term sustainability of regional communities.

### Change is coming and we want the community to be ready

The humble car is undergoing a major transformation. The world's major automotive markets have made it clear – electric vehicles are the future and this change is coming soon.

As trends point to increasing numbers of EVs, countries around the world have also begun phasing out petrol and diesel propulsion.

Even major industry players are supporting an EV future, marking a historic end to cars that rely solely on an internal combustion engine, for example:

- Every Volvo from 2019 will have an electric motor.





- Every new model line from Jaguar Land Rover will be electric from 2020.
- Dyson will launch an electric car by 2020.
- Volkswagen, Daimler & BMW Groups have committed \$75 billion to further develop electric cars.
- General Motors will launch at least 20 new all-electric models by 2023 as part of its “Zero Emissions Future” strategy.
- Ford is shifting capital investment away from internal combustion engines to electric cars.

In Australia the number of EVs continues to increase with 16 new models now available. Globally, the number of electric vehicles sold each year is also rapidly growing, with a 40 per cent increase from 2015 to 2016. There are now more than two million electric cars on the road, with BHP suggesting this could rise to 140 million by 2035.

### Why is investment needed?

The absence of sufficient, conveniently -located, safe and time efficient charging stations remains a major barrier to consumer adoption in Australia.

There are simply not enough chargers in public places to make electric vehicles a viable option for longer journeys.

The NRMA wants to change this and to ensure that we have the infrastructure in place to connect the city limits to regional centres and towns across NSW, the ACT and beyond as more electric cars take to the roads.

### Our vision for Australia’s largest EV fast-charge network

#### *A fast-charge network that unlocks NSW, the ACT and beyond for electric vehicle motorists*

The NRMA believes this significant infrastructure investment will open up Australia for electric vehicles, enabling stress-free journeys whether motorists are doing the daily city commute, or visiting beaches on the South Coast, weekend getaways to our world-class wine regions or snow trips to the mountains.

#### *A network that connects key tourism routes to drive business in local communities*

We'll prioritise sites where lots of NRMA Members live, where electric vehicles are embraced and supported, and areas of high tourism demand, striking the balance between infrastructure delivery for both metropolitan and regional communities.

#### *A network that ensures motorists are never more than 200km from a charge*

The network will grow through a phased approach, ensuring EV drivers are never more than 200km from a charging station. We are wanting to co-locate stations at convenient locations, such as holiday driving routes, tourism or transport hubs or visitor information desks. Ensuring the charge stations are located near existing infrastructure will unlock opportunities for local businesses.

#### *Charge stations that provide universal access for most EV models that are free for NRMA Members*

Unlike many existing charging stations, NRMA’s network will provide universal access for the most popular EV models and will be powered by renewable energy. Charges will be free for NRMA 2.6 million members and available at cost to other motorists.



*A phased approach to make sure we get it right first time*

The first charger is already in place in Western Sydney, outside our new office at Sydney Olympic Park. We hope to have our first charging stations operational in early 2018 and will take a phased approach to the roll out of the network.

*A network that is built on strong and lasting partnerships with local communities*

We can only achieve this ambitious program by working in partnership with local councils, community groups our Members and the community. We need your help to identify the locations that best meet the needs and expectations of the community, local businesses motorists. We also want to work with you to find innovative ways to ensure our charge stations are powered by 100 per cent renewable energy. We want to add value and opportunity for local businesses who stand to benefit from the increasing numbers of EV motorists.

**Benefits to Partners**

- A fully funded (installation and operating costs) EV charge station that will ensure your community has the infrastructure needed to meet the growing number of EV motorists.
- Opportunity to attract NRMA's 2.6 million Members to your area (charging is free to NRMA Members and the network will be promoted by the NRMA Group)
- Opportunity to prepare your community for the inevitable transition to electric vehicles at low cost to Council.
- Unique opportunity to make your region a viable destination for current and future electric vehicle owners
- Opportunity to boost your local economy by positioning a charger near small businesses or tourist attractions

**What we are looking for from our Partners**

- **Help in identifying the best locations** – we want to work in close collaboration with local councils, community groups and the local community to identify the best locations for the EV fast-charge stations.
- **Unique local experiences** – how can the charging experience be enhanced in your area? This could include specific parking for EVs in your area, proximity to tourist attractions etc.
- **Innovative lease arrangements which help us deliver more** - we are keen to explore lease arrangements which secure the rights to install and maintain the EV charge stations for a nominal fee (e.g. such as Peppercorn/ \$1 per annum lease arrangements)
- **A time-efficient approval process** – we want to ensure we can deploy the network quickly and effectively so communities that have EV charge stations can experience the benefits as soon as possible.

We are committed to working with local councils to ensure we have clarity on what is needed to support a timely assessment and approval process. We are seeking formal endorsement to proceed from potential partners within a month of receiving the documents.



### Requirements and timing

Over the coming weeks, we are meeting with local councils in the following identified regions as part of the initial roll-out of the EV fast-charge network (Sydney, the Blue Mountains, the ACT, Illawarra, Newcastle and Mid North Coast)

Expressions of interest are also being received via our [online submission form](#). These will be assessed by the project team alongside the targeted engagement program that is underway.

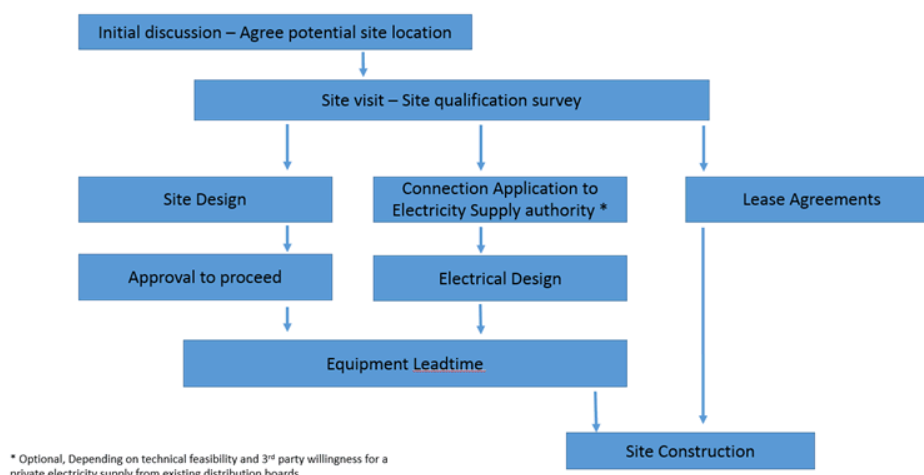
47 sites planned for first phase: 17 with dual chargers (or pre-provisioned for dual chargers); 30 with single charger sites.

We are aiming to have all sites operational by the later part of 2018.

Final sites will be selected based on a range of factors, including community support, planning policies, land use, environmental factors and electricity supply. The position of the chargers will consider a vehicle range of around 200km from point-to-point. Other desirable criteria for site selection include:

- Availability of parking spaces (charger bays reserved for electric vehicles)
- Electrical supply (proximity, supply agreement)
- Traffic arrangements/site access
- Solar presence/capability
- Site amenity (adjacent to restrooms/shopping/food/parks/playgrounds)
- Communications network coverage

### Site development process



# Bringing electric vehicle fast-charging to Jindabyne & Cooma

NRMA partnership proposal

January 2017





## The NRMA: 97 years of innovation for Members and communities



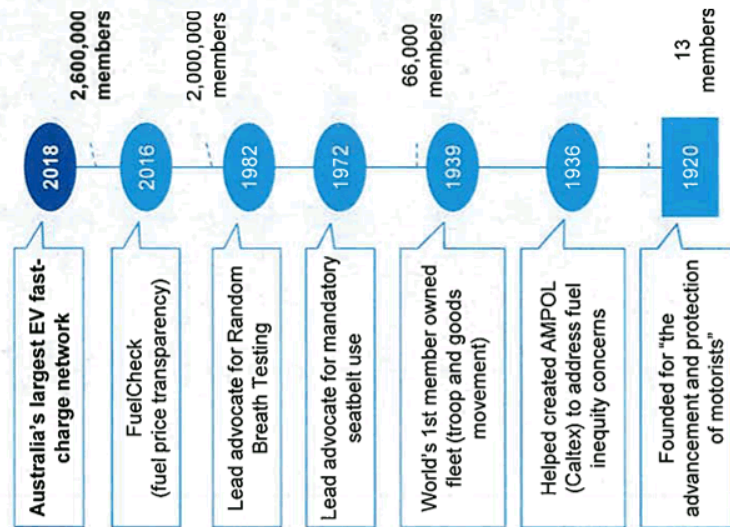
The NRMA is Australia's largest Member-owned organisation with over 2.6 million members

We represent one in every two households in NSW and the ACT and 69% of the Snowy Monaro adult population

As a mutual, we are committed to adding value to our Members and the communities they live, work and visit

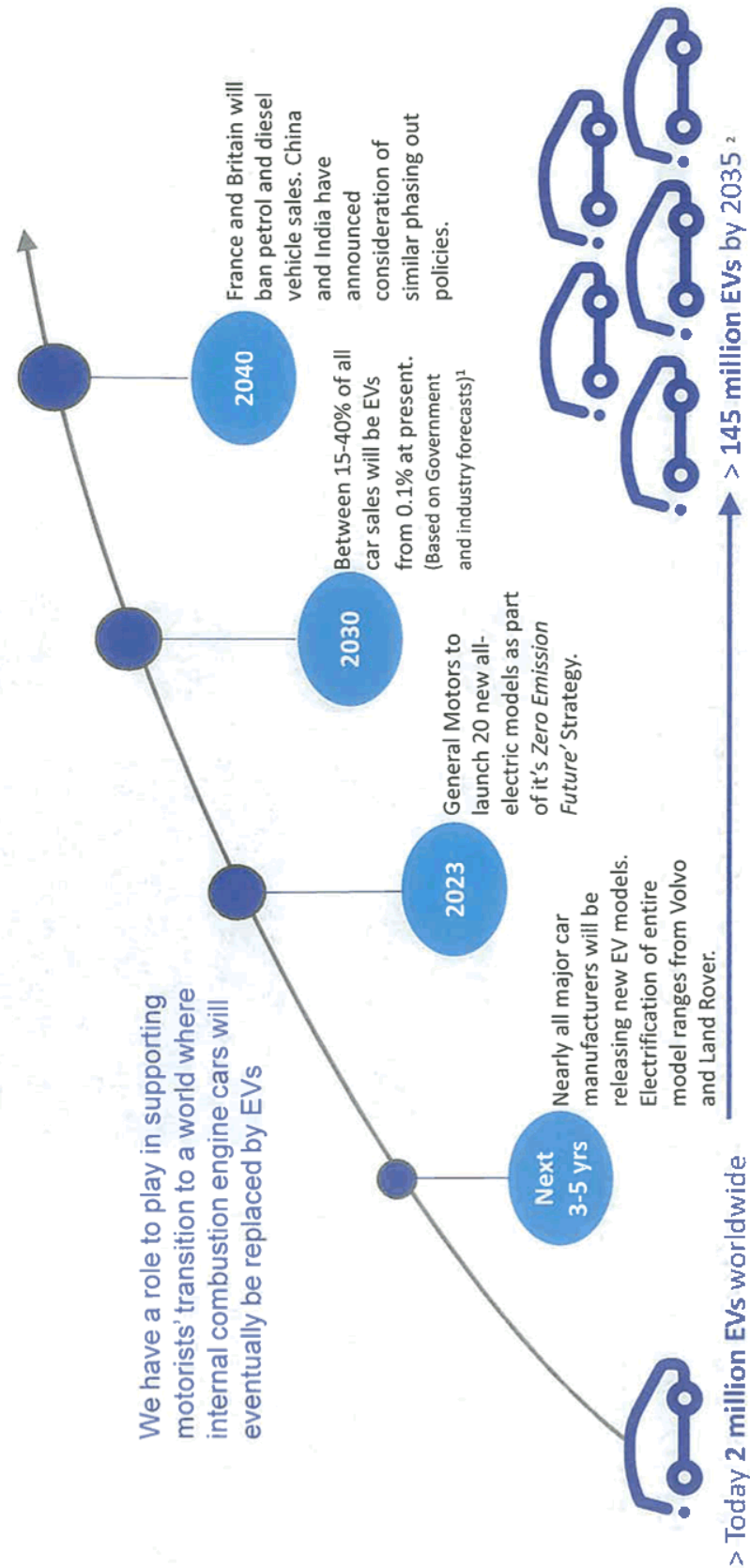
Our profits are channeled in ways that allow us to deliver real benefits in the spaces and places that matter most to our community of Members

As Australia's largest motoring organisation we believe we have a key role to play in creating the infrastructure needed to support the transition to electric vehicles in Australia



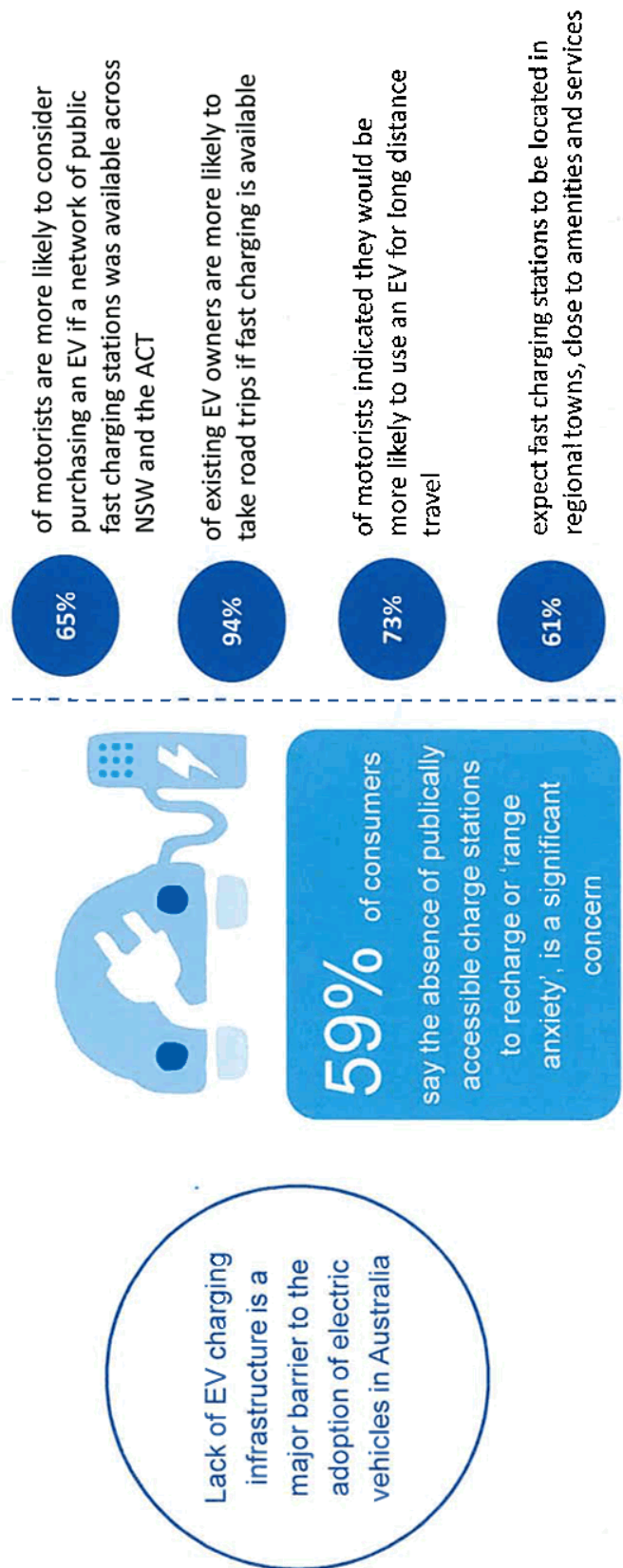


## Change is coming - Electric Vehicles (EVs) are the future



1. Elective Vehicle Council: State of EVs in Australia report June 2017
2. NRMA commissioned research (Sep 2017)

## Now is a unique opportunity to create the infrastructure needed to unlock Australia for electric vehicles, and electric vehicles for all Australians



Source: NRMA commissioned research (Sep 2017)

24/01/2018 4

## We are creating Australia's largest fast-charger network

As part of the NRMA's  
*Social Dividend*  
Investment Strategy, we  
are investing

**\$10m** to build  
Australia's largest fast-  
charger network across  
NSW and the ACT



The investment will  
deliver over

**40** fast-charger  
stations suitable for all  
electric vehicles to  
support both daily  
commuting and  
destination travel

We need your help to make this Australian first a reality



## Our vision for Australia's largest EV fast-charger network

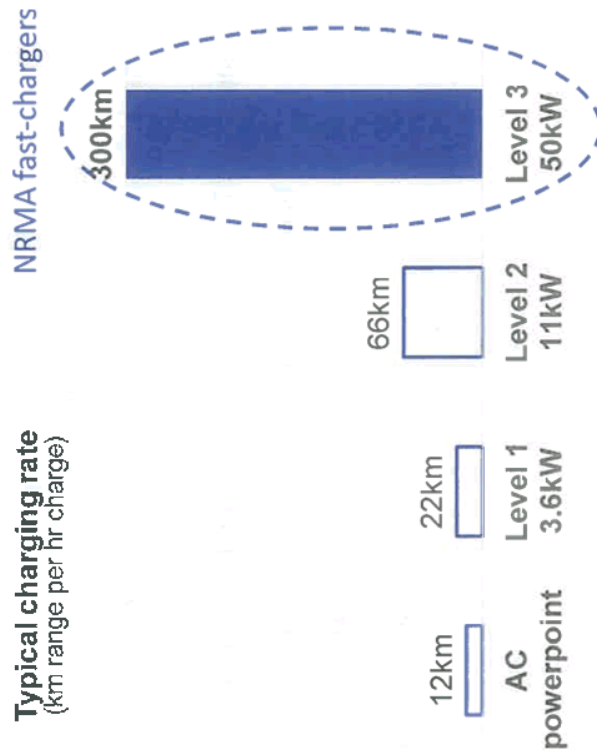
- Delivers around 40+ sites ensuring motorists are never more than 200km from a fast charge
- Covers 95% of NRMA Member road trips with a focus on major highway routes
- Is universally accessible – suitable for a range of electric vehicles
- Will charge most electric vehicles to 80% battery capacity within 30 min
- Connects key tourism routes to help drive business in local communities across NSW, the ACT and beyond
- Is delivered in partnership with local communities and the industry
- Is free to use for Members and available at a reasonable cost for non-members



24/01/2013

## Fast-charging – the game changer for enabling EV journeys

- Level 3, DC fast chargers with minimum 50kW capacity
- Will charge most electric vehicles to 80% in around 30 min
- Provides universal access for most EV models
- Majority of the 40+ sites will be single charger sites with some pre-provisioned for dual chargers





## Partnering to identify preferred sites that enable EV journeys

Sites that build for complete journeys along major routes (max 200km between sites).

Our preference is for sites that :

1. are located within towns, close to services and amenities
2. offer 24hr access, with good signage, lighting and safety features
3. are consistently available when EV owners need to charge, enabled by exclusive parking
4. offer efficient build costs to spread the Social Dividend investment e.g. sites with existing power are preferred
5. create an attraction within a regional community acting as a catalyst for visitation and economic activity
6. can expand in footprint as demand increases - pre-allocation of additional space and power

## Jindabyne and Cooma are key locations for enabling EV journeys

### Jindabyne

One of the most visited tourism destinations in NSW and ACT

Hub for tourism - snowfields and summer activities

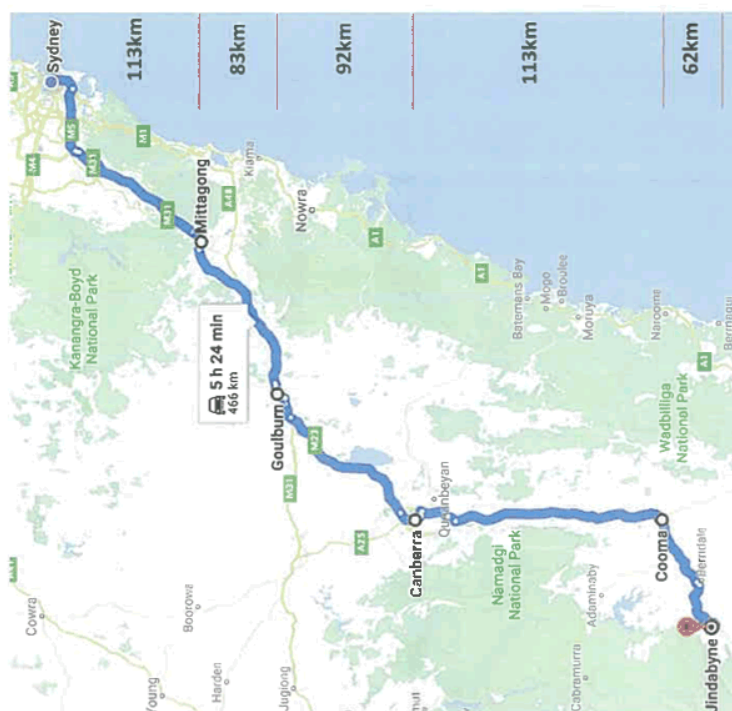
No existing fast charging facilities

### Cooma

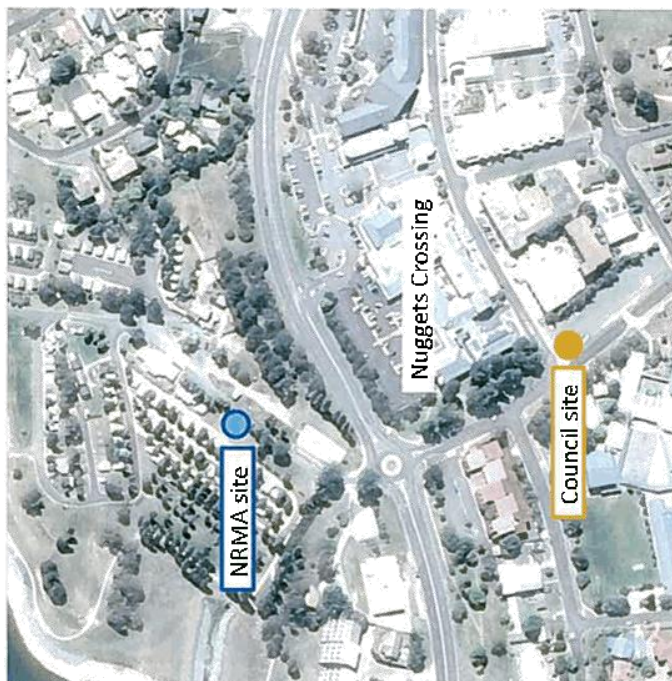
Gateway and cultural centre for the Snowy Mountains region

Junction between snowfields, Canberra, far South Coast and Riverina

Iconic for renewable energy and Snowy Hydro



## Site Opportunities for Jindabyne



Kalkite St carpark and NRMA-owned Holiday Park are both attractive options that satisfy the site selection requirements

NRMA's original intent was to install at the Holiday Park with two DC fast chargers and solar canopy (subject to power availability)

We welcome further discussion about Council site preferences for Jindabyne

## Proposed responsibilities and working relationship for Jindabyne and Cooma sites



- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Allocation of 2 x parking bays at preferred locations with a preference for exclusive use for EV charging</li> <li>• Future option for 2 further bays, if required (usage metrics to be agreed)</li> <li>• Provide conduits, power capacity and concrete plinth for chargers (as previously flagged by Council)</li> <li>• Support in promotion of the site and the network to the local community</li> <li>• Consideration of license arrangements for site (peppercorn lease or similar)</li> </ul> | <ul style="list-style-type: none"> <li>• Site design, equipment supply and installation of two 50kW chargers at each location</li> <li>• Network owned, operated and maintained by NRMA (minimum ongoing financial or operational obligations for council)</li> <li>• Co-branding of chargers and signage with Snowy Monaro Regional Council</li> <li>• Sharing insights about EV journeys to and within the region</li> <li>• Promotion to NRMA's 2.6m members</li> </ul> |
|--|--|

## Benefits for Partners

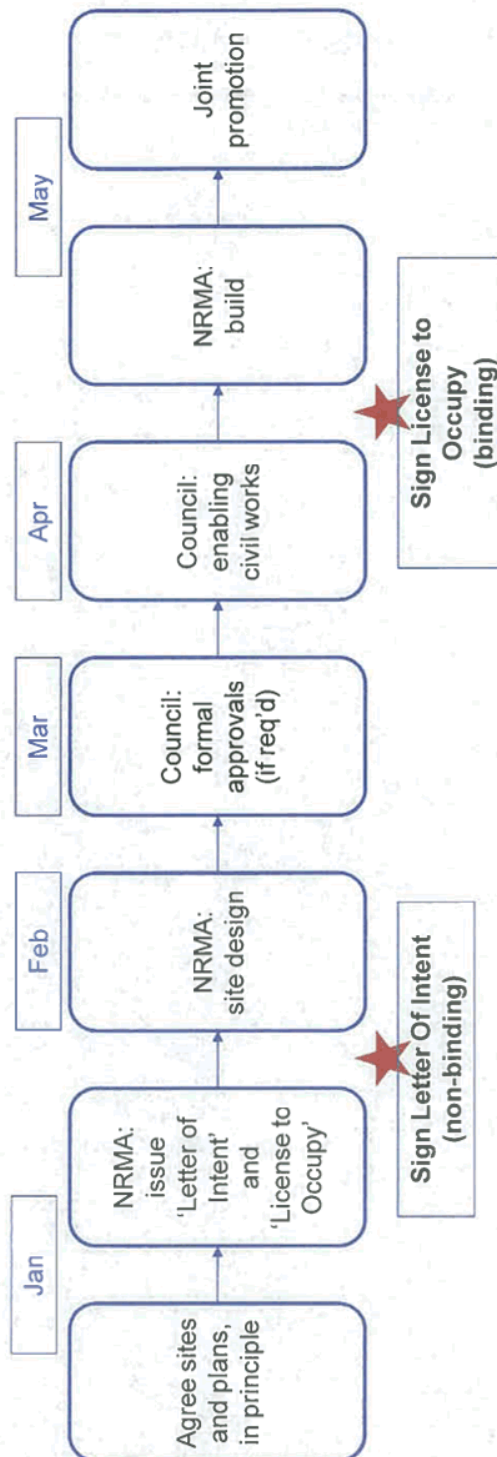


Accruing benefits over time

- Promotion of the site to NRMA's 2.6m Members and the local community
- Opportunity to boost the local economy by positioning chargers near local businesses and town hubs
- Fully-funded EV fast-charge station (installation, maintenance and operating costs) installed in your LGA
- Unique opportunity to make your region a viable destination for EV motorists
- Future-proofing your community for EVs at minimal cost to Council and the local community



## High level process and indicative timeframes (for discussion)





30<sup>th</sup> January 2018

Gary Shakespeare  
Snowy Monaro Regional Council  
81 Commissioner Street  
Cooma NSW 2630

**By email:** Gary.Shakespeare@snowymonaro.nsw.gov.au

Dear Gary,

**Non-binding letter of intent – electric vehicle charging stations**

Thank you for your time in discussing National Roads and Motorists' Association Limited's (**NRMA**) development and proposed roll out of an electric vehicle charging network (**Project**), consisting of electric vehicle fast chargers.

I have set out in this letter of intent (**Lol**) the proposed terms of an arrangement between NRMA and the Snowy Monaro Regional Council (**Council**).

This Lol sets out the material commercial terms that have been agreed in principle to date, and that are proposed to form the basis of legally binding documentation. This Lol does not comprise a complete list of all the provisions that will be required in the ultimate agreement(s).

Except where expressly stated, this Lol does not give rise to any legally binding rights or obligations between the parties. It is not an offer capable of acceptance, and no legally binding obligation arises unless and until formal documentation is signed by all parties.

	Topic	Terms
1.	<b>Parties</b>	<p>The parties to any arrangement will be:</p> <ul style="list-style-type: none"><li>▪ NRMA (or its nominee); and</li><li>▪ the Council.</li></ul>
2.	<b>Background</b>	<p>NRMA is embarking on the Project and has not yet established any electric vehicle fast charging stations (<b>Stations</b>) in the Council area. NRMA would like to work with the Council to:</p> <ul style="list-style-type: none"><li>▪ establish the first Station in Jindabyne (<b>car park located at corner of Snowy River Ave and Kalkite St, Jindabyne NSW 2627</b>); and</li><li>▪ identify a further site in Cooma at the Massie St carpark or other suitable location (<b>Other Location</b>).</li></ul> <p>Any Station will comprise a parking bay or bays (with the number to be agreed between NRMA and the Council) and an electric vehicle fast charger (<b>Charger</b>) for each bay. The number of Chargers will be influenced by availability of power which is to be confirmed. No construction plans have been developed for the identified sites.</p> <p>In identifying Sites, the parties will acknowledge the site selection criteria of both parties, being:</p>

		<ul style="list-style-type: none"> <li>in the case of the Council, to facilitate journeys into and around the town; and</li> <li>in the case of NRMA, to facilitate member journeys and engagement with local communities.</li> </ul> <p>The purpose of this letter is to set out the parties' in principle agreement, at which point NRMA will commence developing an appropriate construction design and other plans for the Jindabyne and Cooma Locations.</p>
3.	<b>Transaction documents</b>	<p>In order to document the arrangement a "<b>Licence to Occupy</b>" will need to be prepared and executed for each Station.</p> <p>Attached at Attachment 1 is an initial draft of a template Licence to Occupy. It is provided by way of example only and has not been adapted at all to reflect the terms of the proposed arrangement with the Council.</p>
4.	<b>Intended timetable</b>	<p>The intended timetable of steps for the Jindabyne Location is as follows.</p> <ul style="list-style-type: none"> <li>Council confirm choice of NRMA as preferred partner for Chargers – February 2018</li> <li>Council check power availability with Essential Energy for two Chargers – January / February 2018</li> <li>NRMA site design – February / March 2018</li> <li>Council enabling civil works – April 2018</li> <li>Finalise Licence to Occupy (binding) – April 2018</li> <li>NRMA construction – May 2018</li> <li>Launch – May 2018</li> </ul> <p>The intended timetable of steps for the Cooma Location is as follows.</p> <ul style="list-style-type: none"> <li>Council check power availability with Essential Energy for one Charger – February 2018</li> <li>Council confirm approvals process for Massie St car park - February / March 2018</li> <li>NRMA site design – timeframe is pending Council approvals process outcome</li> <li>Council enabling civil works - TBC</li> <li>Finalise Licence to Occupy (binding) - TBC</li> <li>NRMA construction - TBC</li> </ul>

		<ul style="list-style-type: none"> <li>▪ Launch – TBC</li> </ul>
5.	<b>Jindabyne key provisions</b>	<p>The key proposed terms for the Jindabyne Location are as follows:</p> <p><i>Locations and plans</i></p> <p>5.1 The intention for the Jindabyne site is:</p> <p>5.1.1 Installation of two Chargers, subject to power availability</p> <p>5.1.2 Two parking bays, reserved exclusively for EV charging</p> <p>5.1.3 Location of the parking bays is towards the north-west corner of the carpark</p> <p>5.1.4 option to occupy adjacent bays should demand from electric vehicle drivers require that the Station be expanded</p> <p><i>Term</i></p> <p>5.2 The term for the Licence to Occupy will be [# period] with an option for a further [# period].</p> <p><i>Rent</i></p> <p>5.3 NRMA will be charged a peppercorn rent for the Licence to Occupy.</p> <p><i>Chargers and Station costs</i></p> <p>5.4 NRMA will pay for and own the Chargers.</p> <p>5.5 NRMA will be responsible for maintaining the Chargers (physical maintenance and software support) at its cost, as well as upgrade costs (as deemed necessary by NRMA).</p> <p>5.6 The Council will be responsible for maintaining the bays at its cost.</p> <p>5.7 The Council will pay the costs associated with:</p> <p>5.7.1 construction of ducts to enable power connection</p> <p>5.7.2 construction of plinths for the Charger units</p> <p>5.8 NRMA will pay the costs associated with:</p> <p>5.8.1 designing and preparing plans for the Station;</p> <p>5.8.2 grid connection; and</p> <p>5.8.3 constructing the Station.</p> <p>5.9 Council will not charge NRMA for Council permits required for</p>



		<p>construction and maintenance of the Station.</p> <p>5.10 NRMA will be responsible for procuring all necessary non-Council permits and paying the associated costs to build the Station.</p> <p>5.11 NRMA will pay the electricity usage charges for the Station. NRMA may require that the Station be separately metered so that it NRMA can select the electricity supplier.</p> <p><i>Branding</i></p> <p>5.12 The Chargers can be co-branded by NRMA and the Council if required, with the nature of the branding to be agreed between the parties.</p> <p><i>Revenue from the Chargers</i></p> <p>5.13 Parties may be required to pay to use the Chargers, and NRMA will be entitled to 100% of this revenue. It is likely that payment will occur via an NRMA app, which NRMA will develop.</p>
6.	<b>Cooma key provisions</b>	<p>The key proposed terms for the Cooma Location are as follows:</p> <p><i>Locations and plans</i></p> <p>6.1 The intention for the Cooma site is:</p> <p>6.1.1 Installation of one Charger, subject to power availability</p> <p>6.1.2 Two parking bays, reserved exclusively for EV charging. This will allow for an amount of over-parking by non-EVs, or queuing if two EVs want to charge simultaneously</p> <p>6.1.3 Location of the parking bays is in the centre of the Massie St carpark, with end to end configuration</p> <p>6.1.4 option to occupy adjacent bays should demand from electric vehicle drivers require that the Station be expanded</p> <p><i>Term</i></p> <p>6.2 The term for the Licence to Occupy will be [# period] with an option for a further [# period].</p> <p><i>Rent</i></p> <p>6.3 NRMA will be charged a peppercorn rent for the Licence to Occupy.</p> <p><i>Chargers and Station costs</i></p> <p>6.4 NRMA will pay for and own the Chargers.</p>

		<p>6.5 NRMA will be responsible for maintaining the Chargers (physical maintenance and software support) at its cost, as well as upgrade costs (as deemed necessary by NRMA).</p> <p>6.6 The Council will be responsible for maintaining the bays at its cost.</p> <p>6.7 The Council will pay the costs associated with:</p> <p>6.7.1 construction of ducts to enable power connection</p> <p>6.7.2 construction of plinths for the Charger units</p> <p>6.8 NRMA will pay the costs associated with:</p> <p>6.8.1 designing and preparing plans for the Station;</p> <p>6.8.2 grid connection; and</p> <p>6.8.3 constructing the Station.</p> <p>6.9 Council will not charge NRMA for Council permits required for construction and maintenance of the Station.</p> <p>6.10 NRMA will be responsible for procuring all necessary non-Council permits and paying the associated costs to build the Station.</p> <p>6.11 NRMA will pay the electricity usage charges for the Station. NRMA may require that the Station be separately metered so that it NRMA can select the electricity supplier.</p> <p><i>Branding</i></p> <p>6.12 The Chargers can be co-branded by NRMA and the Council if required, with the nature of the branding to be agreed between the parties.</p> <p><i>Revenue from the Chargers</i></p> <p>6.13 Parties may be required to pay to use the Chargers, and NRMA will be entitled to 100% of this revenue. It is likely that payment will occur via an NRMA app, which NRMA will develop.</p>
7.	<b>Other general terms</b>	<p><i>Data sharing</i></p> <p>7.1 The parties will work together to share data regarding the Project and use of the Stations. However, this will only occur:</p> <p>7.1.1 subject to the requirements of the Privacy Act; and</p> <p>7.1.2 in relation to anonymised and aggregated data on the use of the Station.</p> <p>7.1.3 when NRMA systems have reached an appropriate level of data maturity to enable data to be shared</p>

		<p>7.1.4 where requested data reports are of a common format and not bespoke requests</p> <p>Subject to the above, and where practical, NRMA will provide insights about journeys into and around the Snowy Monaro region, where those users have accessed the Jindabyne or Cooma charging locations.</p> <p><i>Other marketing initiatives</i></p> <p>7.2 The parties will explore opportunities for mutual promotion of NRMA and Council local authority initiatives related to the Project, and (where permissible under law) through direct communication with NRMA Members and Snowy Monaro local residents.</p> <p><i>Creation of IP</i></p> <p>7.3 Any intellectual property created in connection with the Project (excluding any IP in existence as at the date of this letter), is owned by the Party responsible for its creation or as negotiated by the parties.</p> <p><i>Risk management</i></p> <p>7.4 The parties will perform regular risk management assessments to identify, understand and mitigate risks that arise from time to time during the arrangements, and to meet and discuss the outcomes of those risk management assessments.</p> <p><i>Research opportunities</i></p> <p>7.5 The parties will explore opportunities for further research and collaboration, including engagement of third parties such as government research organisations. Ownership of intellectual property created through such opportunities will be agreed in good faith.</p> <p><i>Network growth in the Snowy Monaro region</i></p> <p>7.6 The parties will explore opportunities to acquire further funding to grow the network beyond Jindabyne and Cooma. Funding may include collaboration and engagement of third parties such as government funding organisations. Ownership and operations of assets built through such opportunities will be agreed in good faith.</p>
8.	<b>Non-binding</b>	<p>Subject to the below, this Lol is not a legally binding document and the parties do not intend, and do not, create any legal rights or obligations by signing it.</p> <p>The parties may terminate their discussions regarding the Project at any time.</p> <p>The following provisions of this Lol are binding on the parties:</p>

		<p>8.1 Announcements (item 9);</p> <p>8.2 Costs (item 10);</p> <p>8.3 Confidentiality (item 11);</p> <p>8.4 Governing law and execution (item 12); and</p> <p>8.5 this item 8.</p>
9.	<b>Announcements</b>	The parties must not make a media release, announcement or public statement about the Project, as it relates to the Council area, except with the written consent of the other party or as required by law.
10.	<b>Costs</b>	Each party must pay its own legal costs and expenses in relation to the preparation, negotiation and execution of this Lol and any binding transaction documents.
11.	<b>Confidentiality</b>	The existence and content of this Lol is confidential information. The parties must not disclose such terms or the Lol's existence to any person (other than professional advisers) unless required to do so by law.
12.	<b>Governing law and execution</b>	<p>12.1 This Lol is governed by the law applying in New South Wales, Australia and the parties submit to the non-exclusive jurisdiction of the courts of New South Wales.</p> <p>12.2 This Lol may be executed in counterparts, all of which taken together constitute one document.</p>

If the Council is agreeable to the terms, please sign and date the letter, below. I'll then provide you with a copy executed by NRMA.

Regards

Bernhard Conoplia

**Signed for and on behalf of National Roads and  
Motorists' Association Limited:**

)  
)  
) .....  
Signature:

.....  
Print Name:

.....  
Print Title:

Date:



**Signed** for and on behalf of **Snowy Monaro Regional** )  
**Council:** )

.....  
Signature:

.....  
Print Name:

.....  
Print Title:

Date:

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## 11.1 INCLUSION OF WINGECARRIBEE IN THE JOINT ORGANISATION

Record No:

Responsible Officer:	General Manager
Author:	Group Manager Governance
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.2.2.1 Council will undertake effective Regional partnerships that increase operational efficiency, while maintaining our own identify
Operational Plan Action:	OP7.21 Advocate to State and Federal Government for facilities and services that address identified and agreed community needs.
Attachments:	Nil

### EXECUTIVE SUMMARY

Wingecarribee Shire Council is seeking membership in the Canberra Region Joint Organisation.

In order to facilitate this inclusion, each existing member Council would be required to pass a resolution endorsing the inclusion of Wingecarribee Shire Council in the Joint Organisation.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That for the purposes of the resolution passed by this council on 14 December 2017, resolution number 288/17, concerning the approval of council's area being included in the joint organisation's area, that - in addition to those council areas prescribed in the previous resolution – council endorses the area of the Wingecarribee Shire Council being included in the area of the joint organisation.

### BACKGROUND

The resolution passed by Council on December 14 2017 endorsing the inclusion in the Joint Organisation.

## 8.8 CANBERRA REGION JOINT ORGANISATION

### COUNCIL RESOLUTION

288/17

That Council in light of further advice received from OLG and in accordance with Part 7 of Chapter 12 of the Local Government Act 1993 (the Act) the Snowy Monaro Regional Council

- A. Informs the Minister of Local Government of this Councils endorsement of the Minister recommending to the Governor of NSW the establishment of the Canberra Region Joint
-

Organisation in accordance with this resolution;

- B. Approves the inclusion of Snowy Monaro Regional Council area in the Joint Organisation area;
- C. Agrees to the joint organisation be established to cover any one or more of the following Council areas:
  - i. Snowy Monaro Regional Council
  - ii. Goulburn Mulwaree Council
  - iii. Upper Lachlan Shire Council
  - iv. Yass Valley Council
  - v. Hill Tops Regional Council
  - vi. Bega Valley regional Council
  - vii. Queanbeyan Palerang Regional Council
  - viii. Eurobodalla Council
  - ix. ACT Government to be an associate member; and
- D. Authorises the General Manager on the expiration of a period of 28 days from the making of this resolution to provide the Minister for Local Government for the purpose of the Minister issuing a certificate under Section 400P of the Act
  - i. a copy of this resolution including the date in which Council made this resolution, and
  - ii. inform the Minister that this resolution has not been rescinded.

**Moved Councillor Stewart**

**Seconded Councillor Ewart**

**CARRIED**

If the resolution is carried to include Wingecarribee Shire Council, the General Manager is to provide the Minister with a copy of the resolution.



## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

Involvement in this Group enables Council to strengthen its links with a range of both State and Federal Government Agencies, surrounding Councils and the business communities.

### **2. Environmental**

There are no environmental impacts as a result of this report resolution.

### **3. Economic**

There are no economic impacts as a result of this report resolution.

### **4. Civic Leadership**

Council's Vision is to be a trusted community partner, showing innovation and finding new ways to solve problems, build partnerships and grow the region.



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## 11.2 TRANSPORT & INFRASTRUCTURE (OPERATIONS) REPORT

Record No:

Responsible Officer:	Director Operations & Infrastructure
Author:	Group Manager Transport Infrastructure (Operations)
Key Direction:	2. Expanding Connections Within the Region and Beyond
Delivery Plan Strategy:	DP2.2.1.3 Continual maintenance and improvement of the road infrastructure network
Operational Plan Action:	OP2.10 Implement Council's transportation construction and maintenance program in accordance with the Strategic Transportation Asset Management
Attachments:	<ol style="list-style-type: none"><li>1. Cost Centre Update as at 31 December 2017 <a href="#">↓</a></li><li>2. MOU - Crown Lands/Council <a href="#">↓</a></li><li>3. Maintenance Grading Program <a href="#">↓</a></li><li>4. Capital Works Program <a href="#">↓</a></li><li>5. Reseal Program <a href="#">↓</a></li></ol>
Cost Centre	1802 – Roads Management Operations
Project	Roads Management Operations
Further Operational Plan Actions:	

### EXECUTIVE SUMMARY

A Notice of Motion from Councils meeting of 15 February 2018 requested:

*"That Councillors receive a concise report on expenditure for roads in this Financial Year.*

*Report to include: Overall budget for roads, including new roads, and maintenance and repair, and a prioritised list of roadwork's to be carried out by end of June 2018"*

The aim of this report is to not only provide the information requested but to take the opportunity to provide updates on other key issues within the Transport & Infrastructure (Operations) space in preparation for a more detailed Roads Workshop with Councillors in March 2018.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council Receive and Note the Transport and Infrastructure (Operations) Report.

### BACKGROUND

#### ANSWERS TO NOTICE OF MOTION.

Overview. In May 2016, Snowy Monaro Regional Council inherited a geographical area of 15,162 km<sup>2</sup>, a residential population of 19,949 and an estimated influx of tourists of around 1,247,000 people per annum. Within the Transport & Infrastructure (Operations) space, the combined road

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maintenance responsibilities increased to 1,006.39 km of sealed road and 1,727.74 km of unsealed (gravel) roads.

Budget Allocation. The 2016/2017 budget for Transport & Infrastructure (Operations) was a combination of the 2015/2016 budgets for former Cooma Monaro, Bombala and Snowy River Shire Councils. The total budget allocation for Operations & Maintenance Works in the 2017/2018 financial year is \$20,405,567

It should be noted that within the 2017/2018 budget allocation:

- Income:
  - \$3,800,000 is from RMS Ordered Works;
  - \$247,278 is from RMS Routine Maintenance (RMCC);
  - \$2,476,079 is from Roads to Recovery;
  - \$2,587,275 is from Fixing Country Roads (Restart NSW) Grants;
  - \$453,000 is for Regional Road Repair Program (RRRP); and
  - \$2,043,000 is from Regional Road Block Grant
- Expenditure:
  - \$4,387,725 is employee costs and benefits.
  - \$453,000 General Fund must match the RRRP allocation for Regional Roads.

Schedule of Works. The 2017/2018 Schedule of Works are attached under the following:

- Maintenance Grading Program. This is forecast 3 months in advance and published on Councils' website.
- Capital Works Program. A list of all 2017/2018 Capital Works projects and related funding sources.
- Reseal Program. A list of State and Council Public Roads scheduled for resealing along with the cost per road.

A report to the Executive Team on Thursday 8 February 2018 provided the following information on gravel road maintenance expenditure up to 30 January 2018:

- |                           |                     |
|---------------------------|---------------------|
| • July 2017               | \$80,038.21         |
| • August 2017             | \$101,619.21        |
| • September               | \$88,416.75         |
| • October                 | \$58,448.38         |
| • November                | \$81,368.97         |
| • December                | \$62,852.15         |
| • January 2018            | \$12,073.16         |
| • <b>TOTAL</b>            | <b>\$484,816.83</b> |
| • Estimated February 2018 | \$37,550.20         |
-

- Estimate March 2018 \$49,772.30

**Tech One - Budget + Expenditure:**

A more comprehensive overview of the 2017/2018 financial year budget will be provided at the Roads Workshop for Councillors on 13 March 2018. However an extract from the budget as at 31 January 2018 is as follows:

<b>Consolidate</b>	<b>Total Expenditure</b>	<b>YTD Budget</b>	<b>Annual Budget</b>
1310 - Airfields	\$6,640	\$4,984	\$8,522
1802 - Roads Management Operations	\$870,669	\$1,959,439	\$3,360,939
1805 - RMS Main Roads	\$768,188	\$2,230,639	\$3,832,090
1814 - Urban Roads: Local	\$455,374	\$252,729	\$430,609
1818 - Urban Roads: Regional	0	0	0
1822 - Sealed Rural Roads: Local	\$219,838	\$244,767	\$440,876
1826 - Sealed Rural Roads: Regional	\$353,659	\$462,160	\$793,592
1830 - Unsealed Rural Roads: Local	\$1,245,858	\$752,137	\$1,356,179
1834 - Unsealed Rural Roads: Regional	\$170,182	\$174,653	\$317,240
1838 - Bridges - Urban Roads: Local	\$35,535	\$38,282	\$66,000
1846 - Bridges - Sealed Rural Roads: Local	\$150,040	\$93,279	\$106,192
1850 - Bridges - Sealed Rural Roads: Regional	\$5,274	\$11,953	\$20,600
1854 - Bridges - Unsealed Rural Roads: Local	0	\$7,642	\$13,100
1858 - Bridges - Unsealed Rural Roads: Regional	0	\$2,917	\$5,000
1860 - Ancillary	89	\$3,208	\$5,500
1862 - Footpaths	\$5,157	\$19,833	\$34,000
1864 - Street Lighting	\$212,039	\$140,013	\$240,022
1868 - Carparks	\$4,434	\$3,432	\$8,384
1870 - Stormwater Drainage	\$9,620	\$8,103	\$314,000
1878 - Street Cleaning	\$51,318	\$45,910	\$80,882
1879 - Road Reserves	0	0	0
1882 - Quarry	\$661,234	\$287,212	\$493,211
1884 - Private Works - Eng	\$16,106	0	0
	<b>\$5,241,253</b>	<b>\$6,743,291</b>	<b>\$11,926,938</b>

**ADDITIONAL OPERATIONS UPDATE**

Structure. On 1 May 2017 the DRAFT structure for Transport & Infrastructure (Operations) was released and approved on 1 June 2017. The structure has since been reviewed and subject to a few minor amendments that are currently waiting on the outcome of the consultation period with the Unions. However, the current structure is as follows:

Group Manager Transport & Infrastructure (Operations) <b>Gary Shakespeare</b>			
Manager Construction <b>Arthur Wilkinson</b>		Manager Maintenance <b>Steve Baldwin</b>	
Team Leader	Team Leader Contracts &	Team Leader	Team Leader Reactive

Construction <b>Robert McInnes</b>	Major Projects <b>David Field</b>	Maintenance <b>Matthew Gibbs</b>	Maintenance <b>Steve Gilmore</b>
3 x Supervisors 10 x Construction Workers 1 x Heavy Plant Operator 9 x Plant Operators		7 x Supervisors 15 x Construction Workers 3 x Heavy Plant Operators 10 x Plant Operators	
<p>In addition, the following appointments sit under the Manager Construction and Team Leader Contracts &amp; Major Projects:</p> <ul style="list-style-type: none"> <li>• Environmental Technical Officer;</li> <li>• Works Engineer (proposed under structure review);</li> <li>• Quarry Operations Officer;</li> <li>• Asset Inspection Officer;</li> <li>• 2 x Bridge Apprentices; and</li> <li>• 1 x Street Sweeper</li> </ul>			

Australian Roads Research Board (ARRB). Since amalgamation Snowy Monaro Regional Council has undertaken a Deep Dive Review of Transport & Infrastructure and will shortly engage Jeff Rourda Associates (JRA) to complete Councils Asset Management Strategy and Sub-Plans. However these studies involve assessing available data extracted from multiple databases; not one review is based on an actual (visual) inspection of the Road nor has any review/strategy document been subjected to an assessment by qualified specialists in civil construction. The Australian Road Research Board (ARRB) have been approached to undertake a strategic road network analysis for Snowy Monaro Regional Council which will include:

- A review of the data currently available;
- Strategic analysis of the sealed network;
- Strategic analysis of the unsealed network; and
- Review of construction and maintenance practices.

The outcome of this work will be an analysis that enables Councils' decision making process in relation to required/future levels of expenditure and implementation of best practice in maintenance and construction of their road assets.

Bobeyan Road. In November 2017 the Group Manager Transport & Infrastructure met with staff from ACT Government to determine levels of interest in upgrading the Bobeyan Road between Snowy Monaro and the ACT. This road is approximately 21km from the intersection of Snowy Mountains Highway (near Adaminaby) and the ACT border. The road then extends a further 25 km (approximately) into the ACT. The outcomes from that meeting were:

- To align our resources and scheduled maintenance tasks ensuring available funding is better directed at targeting problem segments which will enable a longer term maintenance solution to be identified.

- For Snowy Monaro Regional Council to request input/seek involvement in the ACT Governments North/South Transport Strategy discussions.
- For Snowy Monaro Regional Council to seek funding opportunities for a Feasibility Study into the Bobeyan Road so that a long term strategic plan for a second corridor into the ACT from Snowy Monaro Regional Council LGA can be determined.

Council has also commented on the DRAFT NSW Future Transport Strategy 2056, Draft Tourism and Transport Plan & Regional NSW Services and Infrastructure Plan in which an upgrade to Bobeyan Road is recommended as one of Councils key transportation improvement initiatives.

Jindabyne Boat Ramp Upgrade. Council has been successful in gaining \$1,050,000 of funding for the construction of a new access road to the existing Jindabyne Boat Ramp. Funding has been sourced from:

- |                             |           |
|-----------------------------|-----------|
| • NSW Boating Now Program   | \$400,000 |
| • Stronger Communities Fund | \$400,000 |
| • Snowy Hydro               | \$250,000 |



*Jindabyne Boat Ramp*

This project has been lengthy due to the existing road being below Snowy Hydro's Full Supply Level and, with a new alignment Council was required to undertake an Aboriginal Heritage Assessment due to artefacts discovered during the Concept Design Phase. An Aboriginal Cultural Heritage Assessment has now been released to those communities that expressed an interest in this project with a recommendation that Council proceed to an Aboriginal Heritage Impact Permit application. Should that be approved, construction of the new access road will be delivered by 30 June 2019.

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Memorandum of Understanding (MOU) – Crown Lands/Council. Under Administration direction was given to create an MOU between NSW Department of Industry (DoI) - Lands and Forestry and Snowy Monaro Regional Council that created a framework under which Council would be given authority to maintain a Crown reserve road assets as Private Works (i.e. the cost of works on Crown reserve roads are borne by the residents of that road) without DoI then transferring said asset to Council.

The DRAFT MOU is attached and currently waiting for DoI signature before returning to Council. In the interim, there are options for Council to apply to maintain a Crown Road (separate application per road), which traditionally comes with the following conditions:

*“Your request to maintain Crown reserve roads in Dalgety is approved on the following conditions: The works will be limited to:*

- *Light grading of the natural terrain;*
- *Slightly crowning of the surface to establish cross fall drainage;*
- *Establishing cross-banks and or mitre drains or comparative devices to control water and sediment run-off;*
- *Placement of gravel, road base or stones to stabilise the surface of fill potholes; and*
- *Compaction of the road surface.*

*The works will not involve:*

- *Construction of structures such as pipe culverts, concrete causeways or bridges; and*
- *Any works outside the Crown road corridor”*

Unfortunately the condition of Crown reserve roads is such that significant drainage works are required and any maintenance activity undertaken by Council with the above conditions applied would require further work (under a separate application) following any adverse weather event.

## **SEPARATE REPORTS**

Separate reports for:

- Parsonage Creek Bridge;
- NRMA – Electronic Vehicle Charging Systems; and
- Bombala Platypus Viewing Platform.

Have been submitted to the March 2018 meeting of Council.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

Road maintenance and especially gravel road maintenance, is a constant issue for residents and people visiting the Snowy Region. The current 2017/2018 gravel road maintenance budget allows for One (1) maintenance grade per road, per year. However that figure was established without understanding the condition of Councils existing network and planned on a “reactive” strategy, which is subject to change once condition inspections had been completed. Since July 2017 staff have produced a three (3) month grading schedule, which is published on Councils’ website and we have recently provided weekly gravel road maintenance schedules through the Mayor’s Facebook page.

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There are a considerable number of Capital Works projects being delivered and planned;

## **2. Environmental**

Projects earmarked for the Jindabyne Boat Ramp, Main Road Overtaking Lane and Bridge upgrades/replacement involve significant risk and potential harm to the environment. Councils' relationship with the Office of Environment & Heritage (OEH) through submission of Part 5 environmental assessments is key to ensuring due consideration is given to any perceived impacts work may have on the environment and risk mitigation measures employed to reduce those risks. The Jindabyne Boat Ramp Project, through negotiation with OEH and considered through the concept design phase, resulted in an Aboriginal Cultural Heritage Assessment which should now progress to an Aboriginal Heritage Impact Permit. In addition, once construction of the new access road commences, a full Environmental Impact Assessment will be undertaken to reduce any likelihood of work contaminating Lake Jindabyne.

## **3. Economic**

A broader economic assessment of Transport & Infrastructure (Operations) will be provided in the Councillor "Roads" workshop in March 2018. However, levels of funding within the 2017/2018 and 2018/2019 Capital Works programs highlight key investment in transport infrastructure as follows:

- Jindabyne CBD (Snowy River Avenue). \$1,300,000
- Jindabyne Boat Ramp. \$1,050,000 (2018/2019)
- Jerangle Road Stage 2 Upgrade. \$1,604,575
- Cooma CBD Phase 3 Upgrade \$1,020,275
- Lower Bendoc Road \$874,000
- Horsey Swamp Creek Bridge \$400,000
- Broadview Bridge \$350,000
- Church Creek Bridge \$250,000
- Parsonage Creek Bridge \$1,475,500 (2018/2019) subject to Council Approval

In addition there's \$1,500,000 allocated for gravel road maintenance within the 2017/2018 scheduled works program; over \$1,600,000 in Councils 2018/2019 resealing program

## **4. Civic Leadership**

With over 1,700 km of gravel road and 1,000 km of sealed road throughout the Snowy Monaro Region, it will be impossible to maintain the network to levels whereby all members of our community are satisfied with local road conditions. However the ARRB review will allow a long term strategy to be developed based on the actual condition of Councils' road network and provide greater visibility of the "gap" between current levels of investment and "required" levels of investment.

It should be noted that, in the NRMA Funding Local Roads – Recommendations to clear the infrastructure backlog (NSW & ACT Local Roads).identified backlogs in the three former Council areas for 2014/2015 and 2015/2016 as follows:

- Bombala \$5.08M and \$5.28M
-

11.2 TRANSPORT & INFRASTRUCTURE (OPERATIONS) REPORT

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- Cooma \$2.72M and \$2.70M
- Snowy \$9.29M and \$22.41M

**Transport Infrastructure Business Unit – as at 31/12/2017**

**Cost Centre Snapshot**

	YTD 31/12/2017				Annual Budget	Remaining	
	Actual	Budget	Variance	%		\$	%
<b>Operating Result</b>							
<b>Revenue</b>							
1802 - Roads Management Operations	1,208,312	4,010,282	(2,801,969)	-70%	7,074,731	(5,866,419)	-83%
1805 - RMS Main Roads	(97)	2,037,139	(2,037,237)	100%	4,074,279	(4,074,376)	-100%
1814 - Urban Roads: Local	11,983	(237,900)	249,883	105%	4,200	7,783	185%
1822 - Sealed Rural Roads: Local	0	0	0		0	0	
1826 - Sealed Rural Roads: Regional	(153,905)	(173,400)	19,495	11%	1,897,000	(2,050,905)	-108%
1830 - Unsealed Rural Roads: Local	0	(395,000)	395,000	100%	0	0	
1834 - Unsealed Rural Roads: Regional	0	148,500	(148,500)	100%	297,000	(297,000)	-100%
1838 - Bridges - Urban Roads: Local	8,321	0	8,321		0	8,321	
1850 - Bridges - Sealed Rural Roads: Regional	0	0	0		0	0	
1858 - Bridges - Unsealed Rural Roads: Regional	0	2,500	(2,500)	100%	5,000	(5,000)	-100%
1862 - Footpaths	4,637	3,250	1,387	43%	6,500	(1,863)	-29%
1864 - Street Lighting	0	12,000	(12,000)	100%	24,000	(24,000)	-100%
1870 - Stormwater Drainage	15,310	7,800	7,510	96%	315,600	(300,290)	-95%
1879 - Road Reserves	1,459	1,300	159	12%	2,600	(1,141)	-44%
1882 - Quarry	5,610	285,100	(279,490)	-98%	925,125	(919,515)	-99%
<b>Total Revenue</b>	<b>1,101,631</b>	<b>5,701,571</b>	<b>(4,599,940)</b>	<b>-81%</b>	<b>14,626,035</b>	<b>(13,524,404)</b>	<b>-92%</b>

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<b>Expenses</b>								
1802 - Roads Management Operations	516,538	1,703,820	1,187,282	70%		3,360,939	2,844,402	85%
1805 - RMS Main Roads	392,711	1,915,795	1,523,084	80%		3,832,090	3,439,379	90%
1814 - Urban Roads: Local	315,725	218,054	(97,670)	-45%		430,609	114,884	27%
1818 - Urban Roads: Regional	0	0	0			0	0	
1822 - Sealed Rural Roads: Local	154,419	209,938	55,519	26%		440,876	286,457	65%
1826 - Sealed Rural Roads: Regional	204,617	396,796	192,179	48%		793,592	588,975	74%
1830 - Unsealed Rural Roads: Local	655,707	645,577	(10,130)	-2%		1,356,179	700,472	52%
1834 - Unsealed Rural Roads: Regional	73,589	150,033	76,444	51%		317,240	243,651	77%
1838 - Bridges - Urban Roads: Local	35,535	33,000	(2,535)	-8%		66,000	30,465	46%
1846 - Bridges - Sealed Rural Roads: Local	53,683	90,696	37,012	41%		106,192	52,508	49%
1850 - Bridges - Sealed Rural Roads: Regional	2,250	10,300	8,050	78%		20,600	18,350	89%
1854 - Bridges - Unsealed Rural Roads: Local	0	6,550	6,550	100%		13,100	13,100	100%
1858 - Bridges - Unsealed Rural Roads: Regional	0	2,500	2,500	100%		5,000	5,000	100%
1860 - Ancillary	89	2,750	2,661	97%		5,500	5,411	98%
1862 - Footpaths	3,515	17,000	13,485	79%		34,000	30,485	90%
1864 - Street Lighting	101,567	120,011	18,444	15%		240,022	138,455	58%
1868 - Carparks	4,434	2,942	(1,492)	-51%		8,384	3,950	47%
1870 - Stormwater Drainage	5,988	7,000	1,012	14%		314,000	308,012	98%
1878 - Street Cleaning	46,035	39,441	(6,594)	-17%		80,882	34,847	43%
1879 - Road Reserves	0	0	0			0	0	
1882 - Quarry	402,169	246,255	(155,914)	-63%		493,211	91,042	18%
<b>Total Expenses</b>	<b>2,968,570</b>	<b>5,818,458</b>	<b>2,849,888</b>	<b>49%</b>		<b>11,918,416</b>	<b>8,949,846</b>	<b>75%</b>

## MEMORANDUM OF UNDERSTANDING (MOU)

### Between

**Snowy Monaro Regional Council and  
NSW Department of Industry (DOI) – Lands & Forestry**

### Background

Crown roads are public roads administered by DOI – Lands & Forestry under the *Roads Act 1993*. These roads are part of the State's public road network. DOI – Lands & Forestry does not possess the specialised expertise in road construction and maintenance and is not funded to manage formed Crown roads.

Snowy Monaro Regional Council has authority for management of the road network through the *Roads Act 1993*. Snowy Monaro Regional Council as the development consent authority, is responsible for evaluating and determining appropriate public road access needs to developments (together with any ongoing road management issues), in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979*.

### Purpose

The purpose of this MOU is to provide a framework by which Snowy Monaro Regional Council can, when requested, undertake maintenance work as Private Work on Crown road Reserves. This MoU does not include the transfer of Crown roads (formed or unformed) to Council.

### Agreement

In signing this agreement Snowy Monaro Regional Council and DOI – Lands & Forestry agree the following:

- Any application received by Snowy Monaro Regional Council to undertake maintenance work on a Crown road Reserve will, with approval from DOI – Lands & Forestry, be conducted as Private Works in accordance with the *Local Government Act 1993*.
  - Snowy Monaro Regional Council will ensure that all works undertaken as Private Works on Crown road reserves are completed to an appropriate Council standard and certified by a suitably qualified Council representative.
  - Both DOI - Lands & Forestry and Snowy Monaro Regional Council will develop policies and procedures as schedules to this MOU.
-

### **Crown Road Reserves**

Snowy Monaro Regional Council will create a list of Crown Road Reserves, which will be attached as an Annex to this MOU.

### **Term**

This MOU is effective from the date signed and continues until the earlier of;

- a) An amended or varied MoU being signed by the parties.
- b) Three (3) months from the date of one party's notice in writing to the other notifying of its intention to withdraw from this MoU; or
- c) Immediately, where both parties notify each other in writing of their intention to withdraw from it.

### **Schedules**

Schedules to this MoU may be amended, varied or modified by the insertion of one or more new schedules signed by the parties.

### **No legal effect**

This MoU is not intended to create legal relations between the parties, and is of no legal effect.

### **Review**

The parties will review the MoU twelve (12) months after commencement of operation and subsequent to that, at regular intervals not exceeding three (3) years or as agreed between the parties.

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Signed by Department of Industry – Lands & Forestry ABN 72 189 919 072 By its authorised representative	
<i>Authorised Representative</i>	<i>Witness</i>
<i>Name of Authorised Representative (BLOCK LETTERS)</i>	<i>Name of Witness (BLOCK LETTERS)</i>
<i>Date</i>	<i>Date</i>

Signed by Snowy Monaro Regional Council ABN 72 906 802 034 By its authorised representative	
<i>Authorised Representative</i>	<i>Witness</i>
<i>Name of Authorised Representative (BLOCK LETTERS)</i>	<i>Name of Witness (BLOCK LETTERS)</i>
<i>Date</i>	<i>Date</i>





Snowy Monaro Regional Council Grading Estimates 2017/2018													Notes: Grader # 1 = Cooma Grader # 2 = Berridale Grader # 3 = Bombala
Completed													
Estimate Costs / Day													
[1] Grader/Free Roller \$ 978.00 \$ 498,177.01 \$ 498,177.01 \$ 664,236.01 \$ 996,354.02													
[2] Grader/ Free Roller/Water \$ 1,275.00 Avg Km/d													
[3] Grader/Roller/Water/Ute \$ 1,751.00 2 Yearly Cost													
Grader #	Road Name	Category	Length Km	Estimated Duration Days	Grade Type	Frequency Months	Cost/Day	Estimated Cost Per Grade	12 Monthly	9 Monthly	6 Monthly	Month	Comments
1	Tinderry Road	Sub-Arterial	12.00	6.0	3		\$ 1,751.00	\$ 10,506.00	\$ 10,506.00	\$ 14,008.00	\$ 21,012.00	July	Completed
1	Tinderry Road	Local	17.56	8.8	3		\$ 1,751.00	\$ 15,373.78	\$ 15,373.78	\$ 20,498.37	\$ 30,747.56	July	Completed
1	Burra Road	Sub-Arterial	13.22	6.6	3		\$ 1,751.00	\$ 11,574.11	\$ 11,574.11	\$ 15,432.15	\$ 23,148.22	July	Completed
1	Smiths Road	Sub-Arterial	3.03	1.5	3		\$ 1,751.00	\$ 2,652.77	\$ 2,652.77	\$ 3,537.02	\$ 5,305.53	July	Completed
2	Bobundra Road	1.00	17.70	8.9	3		\$ 1,751.00	\$ 15,496.35	\$ 15,496.35	\$ 20,661.80	\$ 30,992.70	July	Estimated Expenditure For July = \$80,038.21
2	Hickory Dale Road	3.00	0.95	0.5	3		\$ 1,751.00	\$ 831.73	\$ 831.73	\$ 1,108.97	\$ 1,663.45	July	Completed
2	Avonside Road	1.00	10.60	5.3	3		\$ 1,751.00	\$ 9,280.30	\$ 9,280.30	\$ 12,373.73	\$ 18,560.60	July	Completed
3	Prestons Road	3.00	8.58	4.3	3		\$ 1,751.00	\$ 7,511.79	\$ 7,511.79	\$ 10,015.72	\$ 15,023.58	July	Completed
3	Big Flat Road	2.00	7.78	3.9	3		\$ 1,751.00	\$ 6,811.39	\$ 6,811.39	\$ 9,081.85	\$ 13,622.78	July	Completed
1	Shannons Flat Road	Collector	12.73	6.4	3		\$ 1,751.00	\$ 11,145.12	\$ 11,145.12	\$ 14,860.15	\$ 22,290.23	August	Completed
1	Bobeyan Road	Sub-Arterial	18.83	9.4	3		\$ 1,751.00	\$ 16,485.67	\$ 16,485.67	\$ 21,980.89	\$ 32,971.33	August	Completed
1	Bug Town Road	2.00	5.80	2.9	3		\$ 1,751.00	\$ 5,077.90	\$ 5,077.90	\$ 6,770.53	\$ 10,155.80	August	Completed
1	Kingston Road	2.00	7.09	3.5	3		\$ 1,751.00	\$ 6,207.30	\$ 6,207.30	\$ 8,276.39	\$ 12,414.59	August	Completed
2	Hilltop Road	3.00	3.60	1.8	3		\$ 1,751.00	\$ 3,151.80	\$ 3,151.80	\$ 4,202.40	\$ 6,303.60	August	Completed
2	Kalkite	2.00	3.04	1.5	3		\$ 1,751.00	\$ 2,661.52	\$ 2,661.52	\$ 3,548.69	\$ 5,323.04	August	Completed
2	Abington Park Road	1.00	3.99	2.0	3		\$ 1,751.00	\$ 3,493.25	\$ 3,493.25	\$ 4,657.66	\$ 6,986.49	August	Completed
2	Mountain View Road	3.00	1.42	0.7	3		\$ 1,751.00	\$ 1,243.21	\$ 1,243.21	\$ 1,657.61	\$ 2,486.42	August	Estimated Expenditure For August = \$101,619.29
2	Big Yard Road	1.00	7.78	3.9	3		\$ 1,751.00	\$ 6,811.39	\$ 6,811.39	\$ 9,081.85	\$ 13,622.78	August	Completed
2	Gullies Road	1.00	13.36	6.7	3		\$ 1,751.00	\$ 11,696.68	\$ 11,696.68	\$ 15,595.57	\$ 23,393.36	August	Completed
3	Cambalong Road	4.00	14.61	7.3	3		\$ 1,751.00	\$ 12,791.06	\$ 12,791.06	\$ 17,054.74	\$ 25,582.11	August	Completed
3	Palarang Road	4.00	16.44	8.2	3		\$ 1,751.00	\$ 14,393.22	\$ 14,393.22	\$ 19,190.96	\$ 28,786.44	August	Completed
3	Gillans Road	4.00	2.67	1.3	3		\$ 1,751.00	\$ 2,337.59	\$ 2,337.59	\$ 3,116.78	\$ 4,675.17	August	Completed
3	Tip Tree Road	4.00	4.71	2.4	3		\$ 1,751.00	\$ 4,123.61	\$ 4,123.61	\$ 5,498.14	\$ 8,247.21	August	Completed
1	Stradbroke Road	2.00	3.30	1.7	3		\$ 1,751.00	\$ 2,889.15	\$ 2,889.15	\$ 3,852.20	\$ 5,778.30	September	Completed
1	Caddigate Road	1.00	16.36	8.2	3		\$ 1,751.00	\$ 14,323.18	\$ 14,323.18	\$ 19,097.57	\$ 28,646.36	September	Completed
1	Seven Gates Road	2.00	5.83	2.9	3		\$ 1,751.00	\$ 5,104.17	\$ 5,104.17	\$ 6,805.55	\$ 10,208.33	September	Completed
1	Dry Plains Road	1.00	15.44	7.7	3		\$ 1,751.00	\$ 13,517.72	\$ 13,517.72	\$ 18,023.63	\$ 27,035.44	September	Estimated Expenditure For September = \$88,416.75
2	West Lynne Road	2.00	2.16	1.1	3		\$ 1,751.00	\$ 1,891.08	\$ 1,891.08	\$ 2,521.44	\$ 3,782.16	September	Completed
2	Springfield Road	Collector	11.25	5.6	3		\$ 1,751.00	\$ 9,849.38	\$ 9,849.38	\$ 13,132.50	\$ 19,698.75	September	Completed
2	Ironmungie Road (old cooma)	Local	8.91	4.5	3		\$ 1,751.00	\$ 7,800.71	\$ 7,800.71	\$ 10,400.94	\$ 15,601.41	September	Completed
2	Ironmungie Road (old berridale)	1.00	11.80	5.9	3		\$ 1,751.00	\$ 10,330.90	\$ 10,330.90	\$ 13,774.53	\$ 20,661.80	September	Completed
2	Poddy Hut Road	4.00	12.29	6.1	3		\$ 1,751.00	\$ 10,759.90	\$ 10,759.90	\$ 14,346.53	\$ 21,519.79	September	Completed
3	Black Lake Road	MR563	9.95	5.0	3		\$ 1,751.00	\$ 8,711.23	\$ 8,711.23	\$ 11,614.97	\$ 17,422.45	September	Completed
3	Coolumbooka Road	4.00	3.70	1.9	3		\$ 1,751.00	\$ 3,239.35	\$ 3,239.35	\$ 4,319.13	\$ 6,478.70	September	Completed
1	Frying Pan Road	3.00	4.31	2.2	3		\$ 1,751.00	\$ 3,773.41	\$ 3,773.41	\$ 5,031.21	\$ 7,546.81	October	Completed
1	Cottage Creek Road	2.00	11.70	5.9	3		\$ 1,751.00	\$ 10,243.35	\$ 10,243.35	\$ 13,657.80	\$ 20,486.70	October	Completed
2	Avon Lake Road	Local	6.63	3.3	3		\$ 1,751.00	\$ 5,804.57	\$ 5,804.57	\$ 7,739.42	\$ 11,609.13	October	Completed
2	Tuross Road	Collector	28.73	14.4	3		\$ 1,751.00	\$ 25,153.12	\$ 25,153.12	\$ 33,537.49	\$ 50,306.23	October	Completed
2	Old Kybeyan Road	Access	3.09	1.5	3		\$ 1,751.00	\$ 2,705.30	\$ 2,705.30	\$ 3,607.06	\$ 5,410.59	October	Estimated Expenditure For October = \$58,448.38
3	Bukalong Sliding Road	4.00	8.37	4.2	3		\$ 1,751.00	\$ 7,327.94	\$ 7,327.94	\$ 9,770.58	\$ 14,655.87	October	Completed
3	Big Jack Road	4.00	1.90	1.0	3		\$ 1,751.00	\$ 1,663.45	\$ 1,663.45	\$ 2,217.93	\$ 3,326.90	October	Completed
3	Mt Marshall Road	4.00	1.78	0.9	3		\$ 1,751.00	\$ 1,558.39	\$ 1,558.39	\$ 2,077.85	\$ 3,116.78	October	Completed
3	Falls Rd	4.00	0.25	0.1	3		\$ 1,751.00	\$ 218.88	\$ 218.88	\$ 291.83	\$ 437.75	October	Completed
1	Black Range Road	3.00	6.90	3.5	3		\$ 1,751.00	\$ 6,040.95	\$ 6,040.95	\$ 8,054.60	\$ 12,081.90	November	Completed
1	Stewart Field Road	Access	14.05	7.0	3		\$ 1,751.00	\$ 12,300.78	\$ 12,300.78	\$ 16,401.03	\$ 24,601.55	November	Completed
1	Chongs Road	3.00	1.80	0.9	3		\$ 1,751.00	\$ 1,575.90	\$ 1,575.90	\$ 2,101.20	\$ 3,151.80	November	Completed
1	W J Drive Road	3.00	0.70	0.4	3		\$ 1,751.00	\$ 612.85	\$ 612.85	\$ 817.13	\$ 1,225.70	November	Completed
2	Badja Road	Sub-Arterial	21.10	10.6	3		\$ 1,751.00	\$ 18,473.05	\$ 18,473.05	\$ 24,630.73	\$ 36,946.10	November	Completed
2	Warrens Corner Road	Access/Local	5.60	2.8	3		\$ 1,751.00	\$ 4,902.80	\$ 4,902.80	\$ 6,537.07	\$ 9,805.60	November	Completed
2	Collins Road	Access	3.30	1.7	3		\$ 1,751.00	\$ 2,889.15	\$ 2,889.15	\$ 3,852.20	\$ 5,778.30	November	Estimated Expenditure For November = \$81,368.97
2	Carlaminda Road	Collector	20.90	10.5	3		\$ 1,751.00	\$ 18,297.95	\$ 18,297.95	\$ 24,397.27	\$ 36,595.90	November	Completed
2	Mount Forrest Road	Access	7.70	3.9	3		\$ 1,751.00	\$ 6,741.35	\$ 6,741.35	\$ 8,988.47	\$ 13,482.70	November	Completed





Contractor (Kraft)	3	Dragon Swamp Road	4.00	6.40	3.2	3		\$ 1,751.00	\$ 5,603.20	\$ 5,603.20	\$ 7,470.93	\$ 11,206.40	November	Completed
	3	Tantawangalo Road	Main Road	8.40	4.2	3		\$ 1,751.00	\$ 7,354.20	\$ 7,354.20	\$ 9,805.60	\$ 14,708.40	November	Completed
	3	Tombong Road	4.00	17.84	8.9	3		\$ 1,751.00	\$ 15,618.92	\$ 15,618.92	\$ 20,825.23	\$ 31,237.84	November	Completed
		Micalago Road	Local	7.30	3.7	3		\$ 1,751.00	\$ 6,391.15	\$ 6,391.15	\$ 8,521.53	\$ 12,782.30	November	Completed
	1	Bumbalong Road	Local	1.10	0.6	3		\$ 1,751.00	\$ 963.05	\$ 963.05	\$ 1,284.07	\$ 1,926.10	December	
Contractor (Miller)	1	Poveys Road	Access	3.95	2.0	3		\$ 1,751.00	\$ 3,458.23	\$ 3,458.23	\$ 4,610.97	\$ 6,916.45	December	
	1	Barry Way Road	1.00	11.08	5.5	3		\$ 1,751.00	\$ 9,700.54	\$ 9,700.54	\$ 12,934.05	\$ 19,401.08	December	Completed
	1	Lower Snowy Road	Regional	35.00	17.5	3		\$ 1,751.00	\$ 30,642.50	\$ 30,642.50	\$ 40,856.67	\$ 61,285.00	December	Estimated Expenditure For December = \$62,852.15
	2	Frampton Road	2.00	3.90	2.0	3		\$ 1,751.00	\$ 3,414.45	\$ 3,414.45	\$ 4,552.60	\$ 6,828.90	December	Completed
	2	Cootralantra Road	2.00	14.30	7.2	3		\$ 1,751.00	\$ 12,519.65	\$ 12,519.65	\$ 16,692.87	\$ 25,039.30	December	Completed
	3	Mount Delegate Road	4.00	2.46	1.2	3		\$ 1,751.00	\$ 2,153.73	\$ 2,153.73	\$ 2,871.64	\$ 4,307.46	December	Completed
		Jerangle Road (seg260>seg170)	Sub-Arterial	23.10	11.6	3		\$ 3,780.00	\$ 43,659.00					Completed
	3	Delegate River Road	4.00	1.25	0.6	3		\$ 1,751.00	\$ 1,094.38	\$ 1,094.38	\$ 1,459.17	\$ 2,188.75	January	Completed
		Powers Road	4.00	3.24	1.6	3		\$ 1,751.00	\$ 2,836.62	\$ 2,836.62	\$ 3,782.16	\$ 5,673.24	January	Estimated Expenditure For January= \$12,073.16
	3	Craigie Range Road	2.00	6.22	3.1	3		\$ 1,751.00	\$ 5,445.61	\$ 5,445.61	\$ 7,260.81	\$ 10,891.22	January	Completed
	1	Tillabudgerry Road	Access	1.05	0.5	3		\$ 1,751.00	\$ 919.28	\$ 919.28	\$ 1,225.70	\$ 1,838.55	January	Completed
	1	Bligh Street	Crown	1.87	0.9	3		\$ 1,751.00	\$ 1,637.19	\$ 1,637.19	\$ 2,182.91	\$ 3,274.37	January	Completed
	1	Chapman Street	Local	0.16	0.1	3		\$ 1,751.00	\$ 140.08	\$ 140.08	\$ 186.77	\$ 280.16	January	Completed
	1	Middle Flat Road	Local	5.28	2.6	3		\$ 1,751.00	\$ 4,622.64	\$ 4,622.64	\$ 6,163.52	\$ 9,245.28	February	Completed
	1	Nitholm Road	Access	3.46	1.7	3		\$ 1,751.00	\$ 3,029.23	\$ 3,029.23	\$ 4,038.97	\$ 6,058.46	February	Completed
	1	Jerangle Road (seg40 >seg150)	Sub-Arterial	19.63	9.8	3		\$ 1,751.00	\$ 17,186.07	\$ 17,186.07	\$ 22,914.75	\$ 34,372.13	February	Completed
	1	Bundarra Road	Local	3.36	1.7	3		\$ 1,751.00	\$ 2,941.68	\$ 2,941.68	\$ 3,922.24	\$ 5,883.36	February	Completed
	2	Beresford Road (Numeralla End)	Local	4.32	2.2	3		\$ 1,751.00	\$ 3,782.16	\$ 3,782.16	\$ 5,042.88	\$ 7,564.32	February	Estimated Expenditure For February= \$37,550.20
		Quinburra Road	3.00	8.41	4.2	3		\$ 1,751.00	\$ 7,362.96	\$ 7,362.96	\$ 9,817.27	\$ 14,725.91	February	Completed
	2	Westerns Road	1.00	2.65	1.3	3		\$ 1,751.00	\$ 2,320.08	\$ 2,320.08	\$ 3,093.43	\$ 4,640.15	February	Completed
	2	Wollondibby Road	2.00	3.26	1.6	3		\$ 1,751.00	\$ 2,854.13	\$ 2,854.13	\$ 3,805.51	\$ 5,708.26	February	Completed
	2	Monkton Road	3.00	0.80	0.4	3		\$ 1,751.00	\$ 700.40	\$ 700.40	\$ 933.87	\$ 1,400.80	February	Completed
		Big Flat Road	2.00	7.78	3.9	3		\$ 1,751.00	\$ 6,811.39	\$ 6,811.39	\$ 9,081.85	\$ 13,622.78	February	Completed
	3	Mila Road	2.00	7.80	3.9	3		\$ 1,751.00	\$ 6,828.90	\$ 6,828.90	\$ 9,105.20	\$ 13,657.80	February	Completed
	1	Sandy Flat Road	Local	8.08	4.0	3		\$ 1,751.00	\$ 7,074.04	\$ 7,074.04	\$ 9,432.05	\$ 14,148.08	March	In Progress
	1	Slap Up Road	Access	8.06	4.0	3		\$ 1,751.00	\$ 7,056.53	\$ 7,056.53	\$ 9,408.71	\$ 14,113.06	March	
	1	Smiths Road	Sub-Arterial	12.67	6.3	3		\$ 1,751.00	\$ 11,092.59	\$ 11,092.59	\$ 14,790.11	\$ 22,185.17	March	
	2	Kiah Lake Road	2.00	3.97	2.0	3		\$ 1,751.00	\$ 3,475.74	\$ 3,475.74	\$ 4,634.31	\$ 6,951.47	March	
	2	Paupong Road	1.00	10.70	5.4	3		\$ 1,751.00	\$ 9,367.85	\$ 9,367.85	\$ 12,490.47	\$ 18,735.70	March	In Progress
	2	Stoney Creek Road	2.00	12.80	6.4	3		\$ 1,751.00	\$ 11,206.40	\$ 11,206.40	\$ 14,941.87	\$ 22,412.80	March	Estimated Expenditure For March= \$49,772.00
	3	Link Road	1.00	6.68	3.3	3		\$ 1,751.00	\$ 5,848.34	\$ 5,848.34	\$ 7,797.79	\$ 11,696.68	March	In Progress
	3	Gunninggrah Road	1.00	16.24	8.1	3		\$ 1,751.00	\$ 14,218.12	\$ 14,218.12	\$ 18,957.49	\$ 28,436.24	March	
		Richardsons Road	3.00	2.97	1.5	3		\$ 1,751.00	\$ 2,600.24	\$ 2,600.24	\$ 3,466.98	\$ 5,200.47	March	
	3	Yaouk Road (old S.R.S.C)	1.00	18.00	9.0				\$ -	\$ -	\$ -	\$ -	March	Mcmahons Earthmoving - \$14,000
					0.0				\$ -	\$ -	\$ -	\$ -		





CPI			3%		2017/2018 FY									
Projects	Work Category	Annual Project Budget	General fund	4th June 2016 Storm/Disaster Event	R2R	RRRP	FCR (Restart)	RR Block Grant	RMS	Snowy Hydro	Stronger Community Major Projects	Dept Infra & Regional Development	Stronger Country Communities Fund	
Available Grant					\$ 2,476,079	\$ 453,000	\$ 2,587,275	\$ 2,043,000	\$ 4,247,000					
MR286 SEG 40 Overtaking lane	Capital Construction	\$4,000,000							\$4,000,000					
MR286 SEG 40-50 Overlay	Withdrawn	\$0							\$0					
West Lynn Causeway	Withdrawn	\$0												
Dry Plains Causeway	Withdrawn	\$0												
Snowy River Ave (Stage 1)	Capital Upgrade	\$1,302,000	\$472,000		\$830,000									
Cooma CBD Upgrade	Capital Upgrade	\$1,020,275	\$620,275									\$400,000		
Jindabyne Leesville Estate (RtR)	Capital Renewal	\$250,000			\$250,000									
Jindabyne Median Strip [Jindabyne Beautification] P&G	Capital Upgrade	\$129,000	\$129,000											
Bucky springs Road	Deferred	\$300,000			\$300,000									
Price street	Capital Upgrade	\$15,000	\$15,000											
Jindabyne Boat Ramp		\$650,000								\$250,000	\$400,000			
Storm Damage Roads - 2016	Capital Renewal	\$0												
RNSW915 Jerangle Road Stage 2	Capital Upgrade	\$1,604,575	\$50,000		\$400,000		\$1,154,575							
RNSW914 Cooma Bridge Inspections (SMRC/Restart)	Op-Maint	\$66,500	\$5,500				\$61,000							
RNSW503 Parsonage Creek Bridge (RR, Restart)	Capital Upgrade	\$544,000	\$50,000				\$247,000		\$247,000					
RNSW881 Tantawangalo (Restart)	Capital Upgrade	\$60,000	\$20,000				\$40,000							
RNSW880 Rosemeath Road	Capital Upgrade	\$120,000	\$20,000				\$100,000							
RNSW484 Bombala Bridge Inspections (Restart)	Op-Maint	\$160,000	\$29,300				\$130,700							
RNSW488 Lower Bendock Road (Finalisation)	Capital Upgrade	\$874,000	\$20,000				\$854,000							
Broadview Bridge-Bombala River (RTR SCFMPP)	Capital Replacement	\$350,000	\$50,000		\$200,000								\$100,000	
Rock Flat Creek Bridge Abutment -RR - (RRRP, RRBG)	Op-Maint	\$50,000			\$0	\$25,000		\$25,000						
Queenbyan River Bridge [Approch Slab Repairs]	Op-Maint	\$46,079			\$46,079									
Church Creek Bridge [Regional Road] (RTR, RRRP, RRBG)	Capital Upgrade	\$250,000	\$50,000		\$0	\$100,000		\$100,000					\$0	
Horsey swamp Bridge (RTR SCFMPP)	Capital Upgrade	\$400,000	\$0		\$0	\$150,000		\$200,000					\$50,000	
SMRC Ongoing Bridge Inspection	Op-Maint	\$50,000	\$50,000											
Back Creek Bridge (Bobeyan Road) [Deck Repairs and Strengthen]	Capital Upgrade	\$30,000	\$30,000											
Black Flat Bridge (Black Flat Road) [Deck Repairs]	Op-Maint	\$25,000	\$25,000											
Burra Bridge (Burra Road) [Deck upgrade & Widening]	Capital Upgrade	\$0												
Merrima Bridge Repairs (SCFMPP)	Capital Renewal	\$200,000			\$100,000								\$100,000	
Bombala Pedestrian Bridges (SMRC Reserves/Storm Damage)	Capital Upgrade	\$100,000	\$100,000											
Platypus Viewing Platform (Bombala ReservesReserve)	Capital Construction	\$0												
Jindabyne Gippsland Street [Proposed Footpath Construction]	Capital Construction	\$15,000	\$15,000											
Jindabyne Park Road [Proposed Footpath Construction]	Capital Construction	\$15,000	\$15,000											
SMRC Footpath Capital Renewal	Capital Renewal	\$30,000	\$30,000											
Polo Flat Stormwater Upgrade [Redirect Stormwater Drainage]	Capital Upgrade	\$25,000	\$25,000											
Cooma Depot - Emulsion Handling Upgrades - (EPA Requirements)	Capital Upgrade	\$60,440	\$60,440											
SMRC Kerb & Gutter Capital Renewal	Capital Renewal	\$30,000	\$30,000											
SMRC Urban Roads Budget - [Bitumen Reseal]	Capital Renewal	\$270,000	\$270,000											
SMRC Rural Road Budget - [Bitumen Reseal]	Capital Renewal	\$180,000	\$180,000											
SMRC Rural Roads - [Gravel Resheeting]	OP-Resheet	\$427,134	\$427,134											
SMRC Urban Roads Budget - [Sealed H/P]	OP-H/Patch	\$45,000	\$45,000					\$0						
SMRC Collector Network - [Sealed H/P]	OP-H/Patch	\$145,500	\$145,500											
Regional Bridges -RR - Maintenance	Op-Maint	\$60,000						\$60,000						
Regional Sealed Roads-RR- [Heavy Patching]	OP-H/Patch	\$375,000						\$375,000						
Regional Unsealed Roads -RR -[Grading]	OP-Grading	\$125,000						\$125,000						
Regional Unsealed Roads- RR - [Re-Sheeting]	OP-Resheet	\$80,000						\$80,000						
Regional Unsealed Roads - RR -[Vegetation]	Op-Maint	\$50,000						\$50,000						
Regional Unsealed Roads -RR - [Drainage]	OP-Drainage	\$40,000						\$40,000						
Regional Unsealed Roads - RR - [Sign/GuidePost]	OP-Signage	\$60,000						\$60,000						
Regional Sealed Roads - RR - [Resealing]	Capital Renewal	\$350,000						\$350,000						
Regional Sealed Roads - RR - [Pothole/Patching/Edge Repair]	Op-Maint	\$250,000						\$250,000						





MR7626 Snowy River Way SEG 199 - 200 [Pave Widening & Overlay/Rehab]	Deferred	\$0											
Mila Road - Pavement Repairs & H/P - [RtR]	OP-H/Patch	\$150,000			\$150,000								
Bungarby Road (Heavy Patching) [RTR]	Deferred	\$0											
MR 7625 Badja (Pavement Widening) [RRRP & RRBG]	Deferred	\$0											
MR394 The Snowy River Way [Pave Widening & Overlay/Rehab]	Capital Upgrade	\$435,000			\$0	\$135,000		\$300,000					
Reed Property entrance Lot4? Delegate Rd Dwy Upgrade	Op-Maint	\$15,000			\$0	\$0		\$15,000					
MR93 Construction [Delegate Road Reconstruction/Realignment]	Deferred	\$0			\$0	\$0		\$0					
Total For Each Funding Source		\$15,829,503	\$2,979,149	\$0	\$2,276,079	\$410,000	\$2,587,275	\$2,030,000	\$4,247,000	\$250,000	\$400,000	\$400,000	\$250,000
Balance of Uncommitted Funding			-\$ 2,979,149	\$ -	\$ 200,000	\$ 43,000	\$ -	\$ 13,000	\$ -	-\$ 250,000	-\$ 400,000	-\$ 400,000	-\$ 250,000

RtR Program			
	2017/2018	2018/2019	Balance
Budget	\$1,246,079	\$1,080,647	\$2,326,726
Committed	\$1,046,079	\$350,000	\$1,396,079
Balance	\$200,000	\$730,647	\$930,647



Priority	Scheduled date	Road Name	Seg No	Length (M)	Width (M)	Additional Areas (M2)	Seal Areas (M2)	Comments	Area Location	Status	Estimated Cost
1	20/02/2018	The Alpine Way MR677	140	1740	8.4		14616	Recommended treatment 14mm and S35E Final coat	Jindabyne	Completed	\$ 104,212.08
2	20/02/2018	The Alpine Way MR677	130	450	8.65		3892.5	Recommended treatment 14mm and S35E Final coat	Jindabyne	Completed	\$ 27,753.53
3	22/03/2018	Kosciuszko road MR286	210	1410	12.7		17907	Recommended treatment 14mm and S35E Final coat	Berridale	In progress	\$ 127,676.91
3	22/03/2018	Kosciuszko road MR286	100	40	4.7		188	Patch approx 4 years old. Has block cracking that has been repaired. 7mm primer. Not sure if in work proposal.	Berridale	In progress	\$ 1,340.44
3	22/03/2018	Kosciuszko road MR286	110	37	4.4		162.8	Patch approx 2 years old. 7mm primer. Not sure if in work proposal	Berridale	In progress	\$ 1,160.76
4	23/02/2018	Monaro Highway SH19	1130	1560	8.43		13150.8	Recommended treatment 14mm and S35E Final coat	Bombala		\$ 93,765.20
4	23/02/2018	Monaro Highway SH19	1140	575	8.4		4830	Recommended treatment 14mm and S35E Final coat	Bombala		\$ 34,437.90
4	26-27/2/18	Monaro Highway SH19	1090	1850	11.49		21256.5	Recommended treatment 7mm and S35E Final coat	Bombala		\$ 151,558.85
5	28/02/2018	Southern Cross Drive	10	250	9.8		2450	Many patched out potholes, grass growing in pavement and 2 sunken pipe crossings	Berridale		\$ 17,468.50
5	28/02/2018	Berrivilla Close	10	110	5.6		616	Grass growing in pavement, many areas of stripping, edge breaks at kerb, sunken pipe crossings	Berridale		\$ 4,392.08
5	28/02/2018	Myack Street	10	100	14.1	52	1462	Gutter requires cleaning near Creek, Plates over culvert are loose and potholing LHS at Kosciuszko intersection.	Berridale		\$ 10,424.06
6	1/03/2029	Middlingbank Road - RR585	30	24.8	3.5		86.8	Stabilised Patch 1. 4.26km from Kosciuszko Rd. Near Middlingbank Quarry.	Berridale		\$ 618.88
6	1/03/2029	Middlingbank Road - RR585	40	18.3	3.7		67.71	Stabilised Patch 2. 7.07kms from Kosciuszko Rd. 10mm primer. 1/2/17	Berridale		\$ 482.77
6	1/03/2029	Middlingbank Road - RR585	40	20.1	3.7		74.37	Stabilised Patch 3. 7.14kms from Kosciuszko Rd. 10mm primer. 1/2/17	Berridale		\$ 530.26
6	1/03/2029	Middlingbank Road - RR585	40	20.4	3.7		75.48	Stabilised Patch 4. 7.52kms from Kosciuszko Rd. 10mm primer. 1/2/17	Berridale		\$ 538.17
6	1/03/2029	Middlingbank Road - RR585	50	53.8	3.6		193.68	Stabilised Patch 5. 8.22kms from Kosciuszko Rd. 10mm primer. 1/2/17	Berridale		\$ 1,380.94
6	1/03/2029	Middlingbank Road - RR585	50	37.2	6		223.2	Stabilised Patch 6. 8.52kms from Kosciuszko Rd. 10mm primer. 1/2/17. Near to Stones Rd	Berridale		\$ 1,591.42
6	1/03/2029	Middlingbank Road - RR585	50	45.5	3.4		154.7	Stabilised Patch 7. 9.30kms from Kosciuszko Rd. 10mm primer. 1/2/17.	Berridale		\$ 1,103.01
6	1/03/2029	Middlingbank Road - RR585	50	20	3.6		72	Stabilised Patch 8. 9.40kms from Kosciuszko Rd. 10mm primer. 1/2/17.	Berridale		\$ 513.36
6	1/03/2029	Middlingbank Road - RR585	50	17	3.4		57.8	Stabilised Patch 9. 9.50kms from Kosciuszko Rd. 10mm primer. 1/2/17.	Berridale		\$ 412.11
6	1/03/2029	Middlingbank Road - RR585	50	17.5	3.6		63	Stabilised Patch 10. 9.60kms from Kosciuszko Rd. 10mm primer. 1/2/17.	Berridale		\$ 449.19
6	1/03/2029	Middlingbank Road - RR585	60	18.3	3.3		60.39	Stabilised Patch 11. 10.17kms from Kosciuszko Rd. 10mm primer. 1/2/17.	Berridale		\$ 430.58
6	1/03/2029	Middlingbank Road - RR585	60	25.3	3.6		91.08	Stabilised Patch 12. 10.30kms from Kosciuszko Rd. 10mm primer. 1/2/17.	Berridale		\$ 649.40
6	2/03/2029	Middlingbank Road - RR585	60	53.6	3.4		182.24	Stabilised Patch 13. 10.36kms from Kosciuszko Rd. 10mm primer. 1/2/17.	Berridale		\$ 1,299.37
6	2/03/2029	Middlingbank Road - RR585	60	72.2	3.4		245.48	Stabilised Patch 14. 10.47kms from Kosciuszko Rd. 10mm primer. 1/2/17.	Berridale		\$ 1,750.27
6	2/03/2029	Middlingbank Road - RR585	70	64.2	4		256.8	Stabilised Patch 15. 12.53kms from Kosciuszko Rd. 7mm primer resealed by jet patcher.	Berridale		\$ 1,830.98
6	2/03/2029	Middlingbank Road - RR585	80	64.4	3.4		218.96	Stabilised Patch 16. 14.80kms from Kosciuszko Rd. 10mm primer	Berridale		\$ 1,561.18
6	2/03/2029	Middlingbank Road - RR585	80	33.6	3.4		114.24	Stabilised Patch 17. 15.06kms from Kosciuszko Rd. 10mm primer	Berridale		\$ 814.53
6	2/03/2029	Middlingbank Road - RR585	90	52.2	3.7		193.14	Stabilised Patch 18. 16.70kms from Kosciuszko Rd. 10mm primer	Berridale		\$ 1,377.09
6	2/03/2029	Middlingbank Road - RR585	100	33.6	5.5		184.8	Stabilised Patch 19. 18.64kms from Kosciuszko Rd. 7mm primer resealed by jet patcher	Berridale		\$ 1,317.62
6	2/03/2029	Middlingbank Road - RR585	100	24.7	5.6		138.32	Stabilised Patch 20. 18.80kms from Kosciuszko Rd. 7mm primer resealed by jet patcher	Berridale		\$ 986.22
6	2/03/2029	Middlingbank Road - RR585	100	76.1	3.6		273.96	Stabilised Patch 21. 19.90kms from Kosciuszko Rd. At intersection with Slacks Ck Rd. 7/10mm primer	Berridale		\$ 1,953.33
6	2/03/2029	Middlingbank Road - RR585	110	93.8	6		562.8	Stabilised Patch 22. 21.84kms from Kosciuszko Rd. 7mm primer resealed by jet patcher	Berridale		\$ 4,012.76
6	2/03/2029	Middlingbank Road - RR585	120	117.8	3.4		400.52	Stabilised Patch 23. 22.14kms from Kosciuszko Rd. 7mm primer resealed by jet patcher	Berridale		\$ 2,855.71
6	2/03/2029	Middlingbank Road - RR585	150	77.6	3.4		263.84	Stabilised Patch 24. 28.84kms from Kosciuszko Rd. 250m from Rhinefalls rd. 7mm primer resealed by jet patcher	Berridale		\$ 1,881.18
7	5/03/2018	Barry Way	80	1600	5		8000		Jindabyne		\$ 57,040.00
7	5/03/2019	Barry Way	100	180	5.2		936		Jindabyne		\$ 6,673.68
8	6/03/2025	Barry Way -RR7626	Actual seg 210	35	9		315	Stabilised Patch 3.55kms from Barry Way Roundabout, Jindabyne.	Jindabyne		\$ 2,245.95
8	6/03/2025	Barry Way -RR7626	Actual seg 210	79	9		711	Stabilised Patch 3.46kms from Barry Way Roundabout, Jindabyne.	Jindabyne		\$ 5,069.43
8	6/03/2025	Barry Way -RR7626	Actual seg 210	22	4.5		99	Stabilised Patch 3.12kms from Barry Way Roundabout, Jindabyne.	Jindabyne		\$ 705.87
8	6/03/2025	Barry Way -RR7626	Actual seg 210	24	5.4		129.6	Stabilised Patch at Bungarra Lane. 3.04kms from Barry Way Roundabout, Jindabyne.	Jindabyne		\$ 924.05
8	6/03/2025	Barry Way -RR7626	Actual seg 220	60	5		300	Stabilised Patch at Tinworth Drive. 2.09kms from Barry way Roundabout, Jindabyne.	Jindabyne		\$ 2,139.00
8	6/03/2025	Barry Way -RR7626	Actual seg 220	16	4.5		72	Stabilised Patch near Sport and Rec. 1.770kms from Barry Way Roundabout.	Jindabyne		\$ 513.36
8	6/03/2025	Barry Way -RR7626	Actual seg 220	32	4.5		144	Stabilised Patch near Sport and Rec. 1.54kms from Barry Way Roundabout.	Jindabyne		\$ 1,026.72
8	6/03/2025	Barry Way -RR7626	Actual seg 220	98	4.5		441	Stabilised Patch near Ups and Downs 880m from Barry Way Roundabout, Jindabyne	Jindabyne		\$ 3,144.33
9	7/03/2018	Townsend Street Jindabyne	10	293	8.6	87	2606.8	potholes in pavement, grass in pavement (gutter)	Jindabyne		\$ 18,586.48
9	8/03/2018	Ingebyra Street	10	340	8	492	3212	Grass in pavement (gutter) and potholes	Jindabyne		\$ 22,901.56
10	9/03/1931	The Snowy River Way - RR394	70	907	7		6349	200m north of Maffra Rd intersection. Shoulder reconstruction last year - 2 x 920m Shoulders with 7mm Emulsion seal.	Dalgety		\$ 45,268.37
10	9/03/1931	The Snowy River Way - RR7626	190	41.5	8		332	Patch 20 at Paupong Rd intersection. 11.2km from Jimenbuen Rd intersection, Dalgety. 7mm emulsion seal.	Dalgety		\$ 2,367.16
10	9/03/1931	The Snowy River Way - RR7626	220	67	8		536	Patch 19. 13.50km from Jimenbuen Rd Inter. Foot of Geysers Range.	Dalgety		\$ 3,821.68
10	9/03/1931	The Snowy River Way - RR7626	220	29	9.8		284.2	Patch 18. 13.70kms from Jimenbuen Rd.	Dalgety		\$ 2,026.35
10	9/03/1931	The Snowy River Way - RR7626	230	41.3	6.8		280.84	Patch 17. 14.23kms from Jimenbuen Rd.	Dalgety		\$ 2,002.39
10	9/03/1931	The Snowy River Way - RR7626	240	28	3.2		89.6	Patch 16. 15.14kms from Jimenbuen Rd.	Dalgety		\$ 638.85
10	9/03/1931	The Snowy River Way - RR7626	240	56	3.1		173.6	Patch 15. 15.90kms from Jimenbuen Rd.	Dalgety		\$ 1,237.77
10	9/03/1931	The Snowy River Way - RR7626	240	28	3		84	Patch 14. 16.15kms from Jimenbuen Rd.	Dalgety		\$ 598.92
10	9/03/1931	The Snowy River Way - RR7626	250	28	10		280	Patch 13. 16.41kms from Jimenbuen Rd.	Dalgety		\$ 1,996.40
10	9/03/1931	The Snowy River Way - RR7626	260	109	6.8		741.2	Patch 12. 16.49kms from Jimenbuen Rd. Top of Geysers Range.	Dalgety		\$ 5,284.76
10	9/03/1931	The Snowy River Way - RR7626	260	24	6.5		156	Patch 11. 16.49kms from Jimenbuen Rd.	Dalgety		\$ 1,112.28
10	9/03/1931	The Snowy River Way - RR7626	260	72	6.8		489.6	Patch 10. 16.75kms from Jimenbuen Rd, Dalgety.	Dalgety		\$ 3,490.85
10	9/03/1931	The Snowy River Way - RR7626	270	248	7.1		1760.8	Patch 9. 17.16kms from Jimenbuen Rd.	Dalgety		\$ 12,554.50
10	9/03/1931	The Snowy River Way - RR7626	270	23.5	7.6		178.6	Patch 8. 17.62kms from Jimenbuen Rd.	Dalgety		\$ 1,273.42
10	12/03/2024	The Snowy River Way - RR7626	280	26.5	3.8		100.7	Patch 7. 18.38kms from Jimenbuen Rd. At High Plains Lane.	Dalgety		\$ 717.99
10	12/03/2024	The Snowy River Way - RR7626	280	54	4		216	Patch 6. 18.59kms from Jimenbuen Rd.	Dalgety		\$ 1,540.08
10	12/03/2024	The Snowy River Way - RR7632	300	37	4.3		159.1	Patch 5. 18.99kms from Jimenbuen Rd.	Dalgety		\$ 1,134.38
10	12/03/2024	The Snowy River Way - RR7626	310	66	5.6		369.6	Patch 4. 19.50kms from Jimenbuen Rd.	Dalgety		\$ 2,635.25
10	12/03/2024	The Snowy River Way - RR7626	320	64	5		320	Patch 3. 20.92kms from Jimenbuen Rd. At Chongs Rd	Dalgety		\$ 2,281.60
10	12/03/2024	The Snowy River Way - RR7626	320	27.6	3.8		104.88	Patch 2. 21.09kms from Jimenbuen Rd.	Dalgety		\$ 747.79
10	12/03/2024	The Snowy River Way - RR7626	330	20	5		100	Patch 1. 22.02kms from Jimenbuen Rd.	Dalgety		\$ 713.00
11	13/03/2018	The Snowy River Way - RR7626	350	1561	6.2		9678.2	McGufficks Rd. 23.30kms from Jimenbuen Rd. Broken edges on old pavement section of reseal	Dalgety		\$ 69,005.57
11	13/03/2019	The Snowy River Way - RR7626	Actual Seg 200			8868	8868	Primer Seal at High Country Estate. Heavy traffic area. Showing signs of wear.	Dalgety		\$ 63,228.84
13	14/03/2018	Kosciuszko road MR286	50	1342	9	643	12721	Includes Arable road intersection, by pas lane and sealing out to head walls in un rehabilitated area. Currently 10mm C240.	Berridale		\$ 90,700.73
13	14/03/2018	Kosciuszko road MR286	100	40	4.7		188	Patch approx 4 years old. Has block cracking that has been repaired. 7mm primer. Not sure if in work proposal.	Berridale		\$ 1,340.44
13	14/03/2018	Kosciuszko road MR286	110	37	4.4		162.8	Patch approx 2 years old. 7mm primer. Not sure if in work proposal	Berridale		\$ 1,160.76
14	15/03/2018	Maffra road		1097	6		6582	5.78km form Cottage Creek intersection.	Cooma		\$ 46,929.66
14	15/03/2019	Maffra road		46	6		276	9.74km form Cottage Creek intersection.	Cooma		\$ 1,967.88





14	15/03/2020	Maffra road		83	6		498	9.865km form Cottage Creek intersection.	Cooma		\$	3,550.74	
14	15/03/2021	Maffra road		152	6		912	10.34km form Cottage Creek intersection.	Cooma		\$	6,502.56	
15	16/03/2018	Maffra road		348	6		2088	12.465km form Cottage Creek intersection.	Cooma		\$	14,887.44	
15	16/03/2019	Maffra road		301	6		1806	13.12km form Cottage Creek intersection.	Cooma		\$	12,876.78	
15	16/03/2020	Maffra road		273	6		1638	13.62km form Cottage Creek intersection.	Cooma		\$	11,678.94	
15	16/03/2021	Maffra road		114	6		684	14.06km form Cottage Creek intersection.	Cooma		\$	4,876.92	
15	16/03/2022	Maffra road		186	6		1116	14.297km form Cottage Creek intersection.	Cooma		\$	7,957.08	
16	19/03/2018	Black Lake Rd - RR563	10	70	7	238	728	Potholes, wearing surface, sweep/grade dirt off seal, edging	Bombala		\$	5,190.64	
16	19/03/2019	Burnima Road	10	205	7	7412	8847	Potholes, wearing surface, sweep dirt off seal, edging, high shoulders	Cooma		\$	63,079.11	
17	20/03/2018	Lower Bendoc Rd 55	20	1435	5.5		7892.5	2 Patches required, some cracking, potholes and edge stripping. Log trucks. 10mm Primer. 4.65kms from Bombala St, Delegate	Bombala		\$	56,273.53	
18	21/03/2018	Delegate Road - RR93	110/120	912	7.3		6657.6	3 Heavy patches required. Seg 120 stripping in centre. 10mm primer. (Seg 110 = 268m)	Delegate		\$	47,468.69	
18	21/03/2018	Delegate Road - RR93	130	93	7.3		678.9	Patch. 10mm primer	Delegate		\$	4,840.56	
19	22&23/3/18	Delegate Road - RR93	90	1530	7		10710	Requires one heavy patch (14), wearing surface repairs and edges	Delegate		\$	76,362.30	
20	26/03/1939	Vulcan Street	10	120	9.1	96	1188		Cooma		\$	8,470.44	
20	26/03/1939	Vulcan Street	20	10	9.1		91	One pothole	Cooma		\$	648.83	
20	26/03/1939	Vulcan Street	30	130	9.1		1183	One pothole	Cooma		\$	8,434.79	
20	26/03/1939	Kerwan Street	20	95	9.3	216	1099.5	Wearing surface repairs, Very low tree branches	Cooma		\$	7,839.44	
20	26/03/1939	Kerwan Street	10	68	9.3	169	801.4	Trees growing 2m over kerb, wearing surface repairs needed	Cooma		\$	5,713.98	
20	26/03/1939	Tumut Street	10	68	9.3	169	801.4	One apple tree growing over kerb, wearing surface repair at pipe crossing	Cooma		\$	5,713.98	
20	26/03/1939	Mulach Street	10	554	6.4	833	4378.6	Heavy patch 27m2, overhanging trees, grass in pavement, wearing surface repairs, Some slumping next to kerb, potholes	Cooma		\$	31,219.42	
20	26/03/1939	Commissioner Street	70	120	20	1100	3500	Lots of new pipe crossings which are potholing / stripping, wearing surface defects, trees	Cooma		\$	24,955.00	
20	26/03/1939	Soho Street	80	190	19.1	67	3696	Trees, wearing surface repairs. Left lane resealed in the past but not left shoulder.	Cooma		\$	26,352.48	
20	26/03/1939	Currie Street	20	200	5.8	103	1263	Some high shoulder, edging, heavy sweep required (lots of sand at end of road), grass in pavement edge	Cooma		\$	9,005.19	
20	26/03/1939	Baron Street	70	43.7	19.7		860.89	A couple of potholes, a little grass next to kerb	Cooma		\$	6,138.15	
20	26/03/1939	Baron Street	80	18.5	12.2		225.7		Cooma		\$	1,609.24	
20	26/03/1939	Baron Street	90	60	12.2		732	A couple of potholes	Cooma		\$	5,219.16	
20	26/03/1939	Baron Street	100	60	12.2		732	Potholes in pipe crossing	Cooma		\$	5,219.16	
20	26/03/1939	Baron Street	230	40	9.8	143	535	Part segment at Polo Flat intersection cracking badly LHS. Needs wearing surface repairs and Grass removed next to kerb	Cooma		\$	3,814.55	
20	26/03/1939	Short Street (Cooma)	10	90	13.4	30	1236	Some grass growing next to kerb	Cooma		\$	8,812.68	
20	26/03/1939	Hilton Street	80	80	10.5		840	Edge repair	Cooma		\$	5,989.20	
20	26/03/1939	Hilton Street	70	80	10.5		840	Gravel on seal needs sweeping, pothple repair and edging	Cooma		\$	5,989.20	
20	26/03/1939	Hilton Street	60	20	9.4		188	Gravel on seal needs sweeping	Cooma		\$	1,340.44	
20	26/03/1939	Commissioner Street	10	175	12.1	60	2177.5	Grass next to kerb, trees	Cooma		\$	15,525.58	
20	26/03/1939	Hilton Street	60	20	9.4		188	Gravel on seal needs sweeping	Cooma		\$	1,340.44	
20	26/03/1939	Commissioner Street	10	175	12.1	60	2177.5	Grass next to kerb, trees	Cooma		\$	15,525.58	
												\$	1,613,700.96

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### 11.3 CREATION OF ROAD RESERVE OVER JERANGLE ROAD THROUGH LOT 6 DP 754888 AT JINGERA

Record No:

Responsible Officer:	Director Operations & Infrastructure
Author:	Property Officer
Key Direction:	2. Expanding Connections Within the Region and Beyond
Delivery Plan Strategy:	DP2.2.1.3 Continual maintenance and improvement of the road infrastructure network
Operational Plan Action:	OP2.10 Implement Council's transportation construction and maintenance program in accordance with the Strategic Transportation Asset Management
Attachments:	1. Letter from Bradley Survey & Design dated 22 May 2017 <a href="#">↓</a> 2. Revised Quote from Bradley Survey & Design <a href="#">↓</a>
Cost Centre	1830 – Unsealed rural roads 1822 – Sealed rural roads
Project	
Further Operational Plan Actions:	

#### EXECUTIVE SUMMARY

Jerangle Road is a Council public road with some sections of Crown reserve road which traverses lots 5 and 6 in DP 754888 outside of the Crown reserve road. The road is a bitumen sealed road to the boundary of lot 5 which adjoins the southern boundary of lot 6. Both lots are owned by the same person.

The landowner's solicitor has submitted a quotation from a surveyor and has requested that Council bear the cost of the survey to realign the road reserve over lots 5 and 6 through his client's property. The landowner has confirmed that he is happy to gift the land to Council. It is proposed to close the corresponding section of Crown reserve road and transfer the land to the landowner in compensation.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council

- A. Accept the quotation from Bradley Surveying and Design Pty Ltd in the amount of \$9,500
  - B. Agree to the expenditure of an additional estimated \$2,000 to include the closure of the corresponding section of Crown reserve road passing through lots 5 and 6 in the survey plan.
  - C. Authorise the General Manager to execute the necessary documents, including the Transfer of the closed section of Crown reserve road to the landowner in compensation.
  - D. Apply to the Department of Primary Industries to take the sections of Crown reserve road within Jerangle Road into Council's public road assets register.
  - E. Gazette the entire length of Jerangle Road as a Council public road.
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## **BACKGROUND**

On 22 November, 2017 Council's Works Manager received a telephone call from Andrew Freer of KJB Law Barristers & Solicitors who explained that his client owned lot 6 in DP 754888 at Jingera through which property Jerangle Road passes.

Jerangle Road is a Council public road for the most part with sections of Crown reserve road. The road traverses lots 5 and 6 in DP 754888 outside of the road reserve.

Mr Freer's client has engaged Bradley Surveying and Design Pty Ltd to redefine the boundaries of lot 6 and is requesting that Council bear the costs of the survey for the creation of a road reserve over the constructed road through lot 6. A subsequent telephone conversation with Andrew Freer revealed that this request was owner initiated and that the owner is willing to "gift" the land within the constructed road reserve to Council.

Bradley Surveying and Design Pty Ltd were requested by Andrew Freer acting on behalf of the landowner to provide a quote to prepare a "Plan of Redefinition" of lot 6 and to prepare a plan suitable for LPI lodgement and registration. It is intended to survey the existing physical road corridor (Jerangle Road) as a separate parcel for dedication as Council public road.

During investigation of the status of the road it was established that Jerangle Road also passes through lot 5 outside of any road reserve which is owned by the same landowner.

A revised quote was sought from the surveyor to include a survey of the road reserve where it passes through lot 5 so that Jerangle Road will lie within a road reserve through lots 5 and 6. In order to survey the location of the road on the land (both lot 5 and lot 6) it will be necessary to survey the boundary of both lots because they are both old Crown parcels and no formal survey has been carried out to date.

Council has received funding to carry out substantial maintenance work on Jerangle Road on the understanding that it is a Council public road. Investigation to date has revealed that whilst the majority of the road is Council public road, there are still small sections of Crown reserve road and it is proposed to gazette the entire length of Jerangle Road as a Council public road.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

The creation of a road reserve over the constructed road through lots 5 and 6 DP 754888 will ensure that motorists are able to pass through on a Council public road and that the landowner and Council will be protected if an accident occurs within the road reserve.

### **2. Environmental**

There will be no environmental impact as the road is already constructed.

### **3. Economic**

Council presently maintains Jerangle Road so that the realignment of the road reserve over the constructed road will only impact on the budget to the extent of the cost of realignment as set out below.

Whilst the quote for the survey work amounted to \$9,500 the closure of the Crown reserve road in compensation for the land to be acquired will amount to an estimated additional \$2,000.

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Estimated Expenditure	Amount ex GST	Financial year	Ledger	Account string
Survey incl. survey of Crown reserve road to be closed	\$11,500	2018	GL	10-1830-1001-61129 10-1822-1001-61129
LPI & Lodgement Fees	\$3,000	2018	GL	10-1830-1001-63243 10-1822-1001-63243
Council Subdivision Application	\$1000	2018	GL	10-1830-1001-41220 10-1822-1001-41220
<b>TOTAL</b>	<b>\$15,500</b>	<b>2018</b>	<b>GL</b>	<b>Cost Centre 1830, 1822</b>

#### 4. Civic Leadership

Jerangle Road is listed on Council's Roads Assets list as a Council public road. Creation of a road reserve over the constructed road through private property will ensure public access into the future and will also ensure that the landowner is protected from litigation in the event of an accident.

It is proposed to advertise the entire length of Jerangle Road in the NSW Government Gazette as a Council public road so that those sections of the road which remain Crown reserve roads will be included in the gazettal notice. The entire length of Jerangle Road will then become a Council public road.



bradley

SURVEYING AND DESIGN PTY LTD

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Your Ref:

Our Ref: 16-17

Robert (Charlie) Brown

Lot 5

Jerangle Rd

Jingera

22<sup>nd</sup> May 2017

**RE: Identification Survey Report of Lot 6 in DP754888 at Jingera**

To whom it may concern,

We have carried out a survey on the subject land for the purposes of an Identification Survey. We have prepared a sketch plan of our survey which should be viewed when reading this report. Any caveats, interests, restrictions, covenants or dealings that may appear on the title have NOT been investigated by us as part of this survey.

Lot 6 in DP754888 was first surveyed in 1865 and illustrated in crown plan M.885-743 (attached herewith). It consists of 16.19ha (40 acres) and is situated on the Ballinafad Creek at Jingera. No original survey marks were found during our recent survey. No existing buildings were present at time of our survey.

We find that the northern boundary to be accurately fenced where it joins lot 2 in DP1208916. The said fence is approximately 30 years old and consists of 7 wires. Title dimensions are available for this boundary.

We find that the eastern boundary also to be fenced with 7 wires of an approximate age of 30 years. This fence is "on & off" the boundary line as noted/shown on our sketch plan. The same reference to fencing being "on & off" the boundary was also noted in adjoining survey of lot 131 in DP754888 carried out in 1934 and illustrated in crown plan M.6066-1956 (attached herewith). Remains of original survey marks from that crown plan were found and agreed with during our survey. The length of the eastern boundary is slightly longer than the original lot 6 survey by almost 10 metres and also by 4 metres than that outlined in crown plan of lot 131 adjoining. This in my opinion is because each surveyor would have measured the creek BANK at a different location, possibly even the HIGH BANK as used to be the case in many old surveys. The first 130 metres from Ballinafad Creek is not currently fenced on line.

---

**Adam G. Bradley** *B.Surv (Hons) (UN'castle), Asc Dip Eng LIS (CIT)*

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*Looking downstream from the Eastern Boundary. Note the HIGH bank to the right.*



*Looking North from Ballinafad Creek along the eastern boundary.*

---

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The southern boundary of lot 6 is the "right bank of Ballinafad Creek" as outlined in the original land grant certificate of title Volume 1681 Folio 31 (attached herewith). Ballinafad Creek was not surveyed as part of our survey, however, the position of Ballinafad Creek is in a similar position to that of the original crown plan M.885-743 when assessed alongside current aerial imagery.

The western boundary of the subject land is bounded by a road corridor 20.115 metres wide created by Government Gazette 5<sup>th</sup> November 1965 Folio 3635. No survey of the said road was carried out in 1965 (attached herewith) but created over the "track in use". The recent survey adjoining on the west (DP1208916 attached herewith) has defined the road corridor being parallel to the western boundary of the subject lot 6. An old road formation and concrete culvert is still present within the said road corridor. Some very old fence remains were found adjacent to this old road formation as noted on my plan. An excess distance of approximately 16 metres has been outlined for the western boundary of lot 6 which in my opinion is not uncommon when positioning creek banks compared with old surveys. The creek bank area at this location is quite low and flat and resembles a swamp like appearance.



*Looking south toward Ballinafad Creek along old road formation. Note present road to the left.*

The Jerangle Road has been realigned sometime I believe in the late 1960's. We have surveyed the position of the present road formation in use and it is illustrated in our

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plan. The age of the fencing along the road is about 50 years. I am not aware of any road acquisition or road widening plan that has been registered at LPI for that road formation/corridor. My opinion is that it still remains part of lot 6.



*Looking south toward Ballinafad Creek Bridge along the present road formation in use.*

We have surveyed the extent of any internal fencing on the subject land. It is of similar age and construction as of the northern and eastern fencing.

Regards,



Adam Bradley  
Registered Land Surveyor  
ID8228

---

**Adam G. Bradley** *B.Surv (Hons) (UN'castle), Asc Dip Eng LIS (CIT)*  
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Your Ref: AF:KT 39428

Our Ref: 16-17

Andrew Freer  
KJB Law Barristers & Solicitors  
10 Corinna St  
WODEN ACT 2606

16<sup>th</sup> January 2018

**RE: Quote for Plan of Redefinition of Lot 5 AND 6 in DP754888 at Jingera.**

Dear Andrew,

**(PREVIOUS LETTER 21<sup>st</sup> November 2017)**

*[Further to our emails yesterday, our quote to prepare a "Plan of Redefinition" of the subject land will be \$3500+GST. This fee is for the survey of the subject land and to prepare a plan suitable for LPI lodgement and registration. The existing physical road corridor (Jerangle Road) will be surveyed as a separate parcel for future dedication or resumption/acquisition as road - depending on the preferred method by which LPI will accept/advise in this circumstance. We will await further advice from you regarding the preferred method as it will affect notations and wording on the final survey plan.*

*Our fee does not include any council or LPI lodgements or fees or any other parties fees if/where required.*

*We can carry out this work immediately. Please notify us in writing of the quote acceptance if you would like us to proceed with the survey. Thank you.]*

As requested this is our updated quote to survey both lots 5 AND 6 in DP754888 for redefinition purposes and to exclude the existing road in use corridor (bounded by existing fences).

The additional survey work required to survey the subject lot 5 and prepare the survey plan accordingly would incur additional costs of \$6000+GST (ie a total of \$9500+GST for both lots 5 & 6).

LRS plan registration fees are estimated at \$1168.80 (please find LRS fee estimate attached) which is based on 4 lots. The fee would increase for additional lots say for any "road closure lots" if needed.

---

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We charge \$600+GST to lodge and manage a plan to LRS through the ePlan facility, alternatively the plan may be lodged at LRS in hard copy format by another party.

There may also be local council fees associated with the plan which are unknown at this stage.

We can carry out this work immediately. Please notify us in writing of the quote acceptance if you would like us to proceed with the survey. Thank you.

Regards,



Adam Bradley  
Director

---

#### 11.4 RNSW503 - PARSONAGE CREEK BRIDGE - STRENGTHENING & WIDENING - ADDITIONAL FUNDING REQUEST

Record No:

Responsible Officer:	Director Operations & Infrastructure
Author:	Group Manager Transport Infrastructure (Operations)
Key Direction:	2. Expanding Connections Within the Region and Beyond
Delivery Plan Strategy:	DP2.2.1.2 Promote the expansion of the Regional road network to connect Regional centres
Operational Plan Action:	OP2.5 Implement a Bridge construction and maintenance program in accordance with Councils Strategic Bridge Asset Management
Attachments:	1. Load Limit Report <a href="#">↓</a> 2. Repair/Replacement Estimate <a href="#">↓</a> 3. RMS Bridge Technical Direction <a href="#">↓</a> 4. Level 2 Inspection Report <a href="#">↓</a>
Cost Centre	1850 – Bridges – Sealed Rural Roads - Regional
Project	RNSW503 Parsonage Creek Bridge
Further Operational Plan Actions:	

#### EXECUTIVE SUMMARY

Parsonage Creek bridge was built in 1939 (78 years old), has a narrow trafficable width, suffered vehicle damage and the current deck is not suited to supporting current compliant guard railing. The initial scope of work included a detailed structural analysis and design for widening options and construction of the designed overlay deck. The objective was to achieve a wider deck that met both T44 and SM1600 design loads, meeting current and future transport needs.

Parsonage Creek Bridge was the subject of a level 2 & 3 inspection as part of Fixing Country Roads Project RNSW484 (Bombala bridges), which ran concurrently with the RNSW505 Project (Cooma bridges). The results of this condition inspection and structural analysis of the existing bridge indicated that the substructure was not adequate to carry the proposed widened deck, and would require significant upgrade resulting in a total estimated project cost of \$1,475,500. However this upgrade would still not deliver a bridge capable of meeting both T44 and SM1600 design loads.

Currently the Parsonage Creek Bridge project is jointly funded by Infrastructure NSW (INSW) under the Fixing Country Roads Program (FCR) (Project RNSW503), and the Federal Bridge Renewal Program (FBRP) (Project P.0011762) with an initial project delivery of 30 June 2017. Following receipt of the level 2 (attached) and level 3 inspection reports an Extension of Time (EoT) request was submitted to INSW and FBRP for a completion date of 30 June 2018.

Current funding breakdown for this project is follows:

Restart NSW Funding Contribution (45%):-	\$247,000
Federal Government Bridge renewal Program (45%)	\$247,000
SMRC Funding Contribution (10%):-	\$55,000

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Total Project Funding	\$545,000
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Further investigations have determined that, to deliver a bridge capable of achieving both T44 and SM1600 load limits, a replacement of Parsonage Creek Bridge is the only viable option. Therefore INSW are being requested to support a further delay in delivering this project to permit Council the opportunity to seek additional funding for the construction of a replacement bridge. However, should the additional funding not be available or INSW fail to approve an additional extension of time; the likelihood is that funding from both Restart NSW and the Federal Government Bridge Renewal Program will be withdrawn.

The following officer's recommendation is submitted for Council's consideration.

#### **OFFICER'S RECOMMENDATION**

That Council

- A. Receive and note the report on RNSW503 – Parsonage Creek Bridge – Strengthening and Widening – Additional Funding Request.
- B. Authorise the expenditure and allocate an additional amount of \$930,000 in the 2018/2019 Financial Year Budget with funding to be provided from a combination of
  - Bombala Reserves (\$500,000); and
  - Internal Loan (\$400,000); or
  - Regional Road Repair Program (\$200,000); and
  - Roads to Recovery (\$200,000).

#### **BACKGROUND**

In May 2015 the General Manager North West Roads, as a delegate of the Minister under subsection 93(1) of the National Land Transport Act 2014 approved the provision of Commonwealth funding, under the Bridges Renewal Program, for strengthening and widening of Parsonage Creek Bridge for timber/logging vehicles. The project is jointly funded by Infrastructure NSW (INSW) under the Fixing Country Roads Program (FCR) (Project RNSW503), the Federal Bridge Renewal Program (FBRP) (Project P.0011762) and Snowy Monaro Regional Council.



***Bombala – Delegate Road***



***Parsonage Creek Bridge nr intersection Delegate Road & Monaro Highway***

## LEVEL 2 & LEVEL 3 INSPECTIONS

Parsonage Creek Bridge was the subject of a level 2 & 3 inspection as part of Fixing Country Roads Project RNSW484 which ran concurrently with the RNSW505 Project. The results of this condition inspection and structural analysis of the existing bridge indicated that the substructure was not adequate to carry the proposed widened deck, and the bridge will require significant upgrade resulting in a total estimated project cost of \$1,475,500 (an increase of \$930,500 from the initial budgeted amount). However, this would only achieve T44 design loads. (Attached Repair & Replacement Estimate).

The cost to replace Parsonage Creek Bridge has been assessed as being almost equivalent to those estimated for an upgraded bridge and would deliver a bridge capable of meeting T44 and SM1600 design load capacity; thereby meeting current standards, project objectives and the current and future needs of the local and business community.

## STAKEHOLDER CONSULTATION

Comments from Industry were as follows:

- Dongwha Timbers. Thank you for your time at the meeting and sharing the information. As discussed Dongwha Timbers have grave concerns with the options you may need to place on the Parsonage Creek Bridge. I have been in contact with other industry members which I am sure they will forward their concerns to you directly also I am aware of meetings with General Manager to discuss the proposal.

I have researched the truck movements that would directly use the bridge and on average there could be 90-110 truck movements per day related to the milling operation alone without other industries who utilize the bridge. On average 21-27000 truck movements per year utilise the bridge and as discussed both options of either weight limits or making the bridge single lane have safety issues or impact on DWT being able to operate the business in an efficient manner.

Dongwha Timbers would strongly recommend Council review the proposed options and would encourage them to investigate securing other government grants to replace the bridge allowing DWT to trade and operate the business to its full capacity.

- Visy Pulp & Paper. Our company has been made aware of issues with the Parsonage Creek Bridge on the Delegate Road near Bombala and we understand that Snowy Monaro Regional Council is currently assessing options for repairs and/or upgrades.

We wish to point out that this bridge is critical to the timber industry generally, including Dongwha Timbers and other forest product customers. Our Kraft pulp and paper mill at Tumut currently takes deliveries of pulplogs from various softwood plantation sources in the Bombala region as well as woodchips from Dongwha which use this route on a daily basis. We estimate that our company alone would account for between 30 and 50 truck movements each day over this bridge.

Safe and efficient haulage of forest products is a high priority for Visy. We share Council's concerns with this bridge and agree that it needs to be urgently addressed. While our view is based on limited knowledge of the facts, it seems that the most cost effective solution is to replace the bridge with a "future proof" structure. By that we mean it should

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be able to cater for heavy vehicles travelling in both directions and with a bearing capacity for gross combination mass vehicles up to at least 80 tonnes.

The presence of a viable processing facility such as Dongwha in Bombala is a valuable asset. The extensive public and private softwood plantations in the Bombala region are just starting to yield large volumes from thinning, with higher volumes to come as these plantation estates mature. It would be very short sighted to undertake a "Band-Aid" solution for the bridge which would compromise haulage safety and constrain haulage efficiencies.

Late last year I met personally with Bronnie Taylor MLC (who visited our mill) and later with her and John Barilaro MP (in Sydney) in relation to our company's growth plans and, in particular, our support for expansion of softwood plantations in southern NSW. They are both very supportive of the plantation industry and I am confident that they both would support Council's request to the NSW Government for urgent funding to replace the Parsonage Creek Bridge.

I also know that Mike Kelly MP, whose federal electorate covers both your region and Tumut, is a strong supporter of our industry and he too would be delighted to lend his support to such a project.

It is my understanding that funding for "shovel ready" projects may be able to be fast-tracked through NSW Treasury. I urge Council to take advantage of the current timing and present a strong case for urgent replacement of this bridge

- Forestry Corporation of NSW. Dick McInnes has sent me a copy of a study into the feasibility of strengthening the Parsonage Creek Bridge (PCB), and I would like to forward my comments as I don't believe what is proposed is a feasible solution.

The PCB is a key transport pinch point located as it is at a T-intersection that facilitates the safe movement of people and products from coastal and inland southern NSW/northern Victoria.

Its highest volume commercial users are the forestry and farming industries; in a forestry sense it is logs going into the mill at Dongwha (300,000 tonnes p.a), logs going from Craigie-Bendoc going to Eden and Tumut (estimated up to 100,000 tonnes per annum currently, rising to double this in 10 – 15 years' time), and sawn timber and other arising's going from Dongwha to their various customers (effectively the 300,000 tonnes of raw log coming back out as sawn timber, chip, sawdust etc).

The bridge is a critical piece of infrastructure in the transport of these goods and as such needs to be available 24/7.

I don't know the accident stats but in my 20 months in Bombala I am unaware of any significant incidents in this location; in my opinion turning the PCB into a one-way bridge has significant safety implications with the banking up of traffic in and around the T-intersection almost certainly going to result in an escalated vehicle accident rate. Given the congestion will involve vehicles with GVM's of 60+ tonnes the potential for a serious (fatal) accident is greatly increased. I don't believe this is an acceptable risk.

In terms of future proofing the transporting of goods around the region I believe a new bridge capable of handling 70+ tonne gross weights needs to be built at the Parsonage Creek site. This is a significant infrastructure project and one of the most critical for the

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Snowy-Monaro region; given both the Mayor, state and federal politicians' interest in aiding the ongoing success of the Dongwha mill I am sure support can readily be found to find funding to make this project happen in the immediate future. As an interim measure access to and from the Dongwha mill would need to be facilitated via Wedmore Road, which is not currently gazetted for B-double access, although it has been previously.

The forest industry will not support turning the Parsonage Creek Bridge into a one lane bridge as inevitably any issues (traffic build-up, accidents) will be perceived as being our responsibility when a better solution exists.

I would urge Council to future proof the region and build a wider two lane bridge capable of carrying mass loads above current levels, just in case future road user limits are adjusted upwards. Anything less than this will only be an interim solution and more money will have to be spent in the future to address the needs of the forestry and agricultural industries that predominate in this region

## **1. Social**

Stakeholder consultation with Dongwha Timbers, Visy Pulp & Paper and the Forestry Corporation all support an upgrade of Parsonage Creek Bridge to two lanes capable of carrying mass loads above current levels. Replacement of Parsonage Creek Bridge to ensure it's capable of meeting both current and future transportation needs i.e. T44 and SM1600 standards, would deliver a bridge that was "fit-for-purpose", achieve project objectives and meet both business and community expectations.

## **2. Environmental**

Planned replacement of Parsonage Creek Bridge would be on its existing alignment with minor modifications to the abutments. This would remove any requirement for archaeological, bio-diversity and geo-technical assessments; reducing project timelines. An alternate route from Delegate Road, past Dongwha Timbers, to the Monaro Highway and back onto Delegate Road (3.133 Km) would be enforced while bridge construction work was being undertaken. Given the option to construct on the existing alignment and no requirement to construct a bypass route; Councils impact on the environment would be minimal as a result of this project.



*Alternate Route from Delegate Road – Monaro Highway - Delegate Road*

### 3. Economic

Initial funding from the Department of Infrastructure and Regional Development and Restart NSW was agreed with a project delivery time of 30 June 2018. In July 2017 an Extension of Time (EoT) letter was submitted with a recommended project completion date of 30 June 2018. However, given the availability of recent (and additional) bridge assessments, that recommend delivery of a bridge capable of supporting both T44 and SM1600 load standards, an additional amount of \$930,000 is required.

A report on Internally Restricted Reserves as at 12 May 2016 identified a sum of \$550,000 against Bombala Infrastructure Replacement. The recommendation is to source the additional funding from a combination of Bombala Internal Reserves plus either and Internal Loan or combination of Regional Road Repair (RRRP) funding plus Roads to Recovery (R2R) funding.

Funding (Income/reserves)	Amount		Ledger	Account string
Internal Reserves	\$500,000	2018/2019		
Restart NSW	\$247,000	2018		
Bridge Renewal	\$247,000	2018		
SMRC	\$55,000	2018		

Internal Loan	\$430,000	2018/2019																	
RRRP	\$200,000	2018/2019																	
R2R	\$200,000	2018/2019																	

#### 4. Civic Leadership

There is a significant threat from INSW and FBRP to remove project funding as a result of delays in delivering the planned strengthening and widening of Parsonage Creek Bridge. However, the initial submission under which funding was agreed did not account for the substructure and its capacity to accommodate planned works. The option to deliver a single lane (or existing width bridge) is not supported by the local and business community and the assessed costs for bridge replacement are equal to those for a bridge upgrade. The key driver for bridge replacement is its ability to accommodate both T44 and SM1600 load capacity which, delivers a bridge that is “fit-for-purpose”, meets original project objectives and delivers on community expectations.

Table 10: Bridge 35 Load Rating

Bridge 35 boundary conditions				T44 design vehicle		B-double vehicle	
Element	Design Action	Element Capacity	Permanent Load	Design Live Load	Rating Factor (RF)	Design Live Load	Rating Factor (RF)
Girders 1/6	Bending	193	22	311	0.55	275	0.62
	Shear	266	9	213	1.21	168	1.53
Girders 2/5	Bending	179	24	257	0.60	237	0.65
	Shear	252	10	160	1.52	123	1.98
Girders 3/4	Bending	317	32	408	0.70	365	0.78
	Shear	370	13	206	1.73	169	2.11
Deck Planks	Bending	16	1	11	1.47	9	1.88
	Shear	45	1	30	1.48	24	1.89
Transverse Stringers	Bending	65	1	107	0.59	80	0.80
	Shear	88	4	115	0.74	85	0.99
Abutment Headstock	Bending	197	8	156	1.21	108	1.75
	Shear	200	17	236	0.78	178	1.00
Bridge Load Limit (tonne)				24		42	

### 2.3.4. Conclusion/Recommendations

A large number of components including the headstocks, transverse stringers and girders have a rating factor less than 1.0 and as such Peak Creek Bridge is capable of withstanding 42 tonne B-double vehicle configuration.

It is recommended that a 42 tonne load limit be applied to this bridge. Short term strengthening is also an option to improve the load carrying capacity of the bridge.

The bridge has not currently failed under the applied B-double type loading. This is likely due to a number of factors including the load safety factors and the capacity reduction factors. Without imposing a load restriction on the bridge, timber components will deteriorate more quickly and reduce the remaining life of the bridge. Reinspection is recommended within 1 year to ensure no significant component deterioration has occurred since the last inspection.

## 2.4. Bridge 40 – Parsonage Creek Bridge

### 2.4.1. Assessment Criteria

The assessment of Bridge 40 was based on the design criteria detailed in Table 10 and load factors detailed in Section 1.6.3.

Table 11: Bridge 40 Design Criteria

Design Criterion	Details	AS5100 reference
Dead load	As defined by AS5100:2017	Part 7, Section 12
Live load	T44 and B-Double triaxle	AS5100:2017 Part 7
Number of design lanes	2 design lanes	AS5100:2017 Part 2, Section 7.5
Accompanying lane factors	1.0 for first lane 0.8 for second lane	AS5100:2017 Part 2, Section 7.6

Report for

Condition Assessment of Six Regional Road Bridge Assets | Snowy Monaro Regional Council | 3002553

SMEC Australia | Page 14



Design Criterion	Details	AS5100 reference
Dynamic Load Allowance	As defined by AS5100:2017	Part 7, Table 12.2
Capacity Reduction Factors	As defined by AS5100:2017	Part 5

### 2.4.2. Assumed Structural Details/Properties

SMEC used the following information made from assumptions or from information the available for the analysis and assessment of Bridge 40:

- Concrete strength of the bridge superstructure:
  - Insitu deck: 24 MPa
  - Insitu strengthening and widening: 40 MPa
- Concrete strength of the bridge substructure:
  - Insitu headstocks: 24MPa
  - Insitu columns: 24 MPa
  - Insitu abutments: 24 MPa
  - Precast piles: 27 MPa
- Reinforcement grade:
  - Assumed (1938 Structural Grade): 230 MPa

### 2.4.3. Load Rating Results

The details of the bridge over Parsonage Creek load rating for each of the element is detailed in Table 11 and Table 12. The load rating has been completed using the existing structure details and two load locations for the T44 and B-Double with 22.5T triaxle vehicles. The design lanes used for the assessment of the Parsonage Creek bridge are positioned at the following locations:

- Edge of bridge
- Centre of bridge  $\pm 1\text{m}$

The assessment of the bridge with vehicles at these locations will provide a complete picture of the deficiencies and potential short term solutions.

Table 12: Bridge 40 Load Rating – T44 Vehicle

Bridge 40 boundary conditions				T44 Vehicle – Edge		T44 Vehicle – Centre $\pm 1\text{m}$	
Element	Design Action	Element Capacity	Permanent Load	Design Live Load	Rating Factor (RF)	Design Live Load	Rating Factor (RF)
Longitudinal Girder Edge – Span 1 & 3	Bending (Sag)	872	276	697	<b>0.85</b>	543	<b>1.10</b>
	Bending (Hog)	-1072	-738	-420	<b>0.80</b>	-238	<b>1.40</b>
	Shear	666	196	462	<b>1.02</b>	308	<b>1.53</b>
Longitudinal Girder Centre – Span 1 & 3	Bending (Sag)	904	248	406	<b>1.62</b>	526	<b>1.25</b>
	Bending (Hog)	-1027	-727	-92	<b>3.25</b>	-252	<b>1.19</b>
	Shear	605	183	182	<b>2.32</b>	344	<b>1.23</b>
Longitudinal Girder Edge – Span 2	Bending (Sag)	872	298	837	<b>0.69</b>	661	<b>0.87</b>
	Shear	666	123	381	<b>1.43</b>	280	<b>1.94</b>

Bridge 40 boundary conditions				T44 Vehicle – Edge		T44 Vehicle – Centre ± 1m	
Element	Design Action	Element Capacity	Permanent Load	Design Live Load	Rating Factor (RF)	Design Live Load	Rating Factor (RF)
Longitudinal Girder Centre – Span 2	Bending (Sag)	904	290	493	1.25	591	1.04
	Shear	605	114	182	2.70	269	1.83
Transverse Deck	Bending	23	7	45	0.36	33	0.48
	Shear	66	2	45	1.42	22	2.91
Headstock	Bending	504	273	72	3.21	152	1.52
	Shear	347	64	47	6.02	97	2.92
Columns	Bending	420	239	44	4.11	59	3.07
Pile Cap	Bending	382	206	319	0.55	264	0.67
	Shear	865	297	448	1.27	386	1.47
Abutment Wall	Bending	494	330	258	0.64	179	0.92
	Shear	478	356	51	2.39	39	3.13
Piles	Bending	130	81	38	0.68	32	0.81
Bridge Load Limit (tonne)				16		21	

Table 13: Bridge 40 Load Rating – 22.5T Triaxle

Bridge 40 boundary conditions				B-Double with 22.5T Triaxle - Edge		B-Double with 22.5T Triaxle – Centre ± 1m	
Element	Design Action	Element Capacity	Permanent Load	Design Live Load	Rating Factor (RF)	Design Live Load	Rating Factor (RF)
Longitudinal Girder Edge – Span 1 & 3	Bending (Sag)	872	276	608	0.98	465	1.28
	Bending (Hog)	-1072	-738	-302	1.10	-171	1.96
	Shear	666	196	358	1.31	235	2.00
Longitudinal Girder Centre – Span 1 & 3	Bending (Sag)	904	248	344	1.90	462	1.42
	Bending (Hog)	-1027	-727	-67	4.46	-182	1.65
	Shear	605	183	134	3.14	280	1.51
Longitudinal Girder Edge – Span 2	Bending (Sag)	872	298	694	0.83	540	1.06
	Shear	666	123	297	1.83	213	2.55
Longitudinal Girder Centre – Span 2	Bending (Sag)	904	290	398	1.54	507	1.21
	Shear	605	114	134	3.65	213	2.31
Transverse Deck	Bending	23	7	36	0.44	17	0.94
	Shear	66	2	35	1.83	18	3.56
Headstock	Bending	504	273	42	5.50	105	2.20
	Shear	347	64	30	9.43	67	4.22

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Condition Assessment of Six Regional Road Bridge Assets | Snowy Monaro Regional Council | 3002553

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Bridge 40 boundary conditions				B-Double with 22.5T Triaxle - Edge		B-Double with 22.5T Triaxle – Centre $\pm$ 1m	
Element	Design Action	Element Capacity	Permanent Load	Design Live Load	Rating Factor (RF)	Design Live Load	Rating Factor (RF)
Columns	Bending	420	239	28	<b>6.46</b>	40	<b>4.53</b>
Pile Cap	Bending	382	206	204	<b>0.86</b>	122	<b>1.44</b>
	Shear	865	297	300	<b>1.89</b>	164	<b>3.46</b>
Abutment Wall	Bending	494	330	186	<b>0.88</b>	129	<b>1.27</b>
	Shear	478	356	37	<b>3.30</b>	29	<b>4.21</b>
Piles	Bending	130	81	27	<b>0.96</b>	23	<b>1.13</b>
Bridge Load Limit (tonne)				30		64	

#### 2.4.4. Conclusion/Recommendations

A number of the sections checked failed under the T44 and B-double loading with the rating factor being less than 1.0. Parsonage Creek Bridge is capable of withstanding a 30 and 64 tonnes B-double vehicle configuration when the vehicles are positioned at the edge of the bridge and at the centre of the bridge respectively.

There are a number of solutions that could effectively be implemented at this location to maintain the use of this bridge until repair/replacement:

- Install a load limit of 30 tonnes and allow traffic as normal
- Restrict traffic flow to the centre of the bridge  $\pm$  1m (via delineation/signage) and install a load limit of 64 tonnes

Short term strengthening is not a viable option with the deficiencies occurring throughout the structure, some of which are not easily accessible or strengthened.

The bridge has not currently failed under the applied B-double type loading. This is likely due to a number of factors including the load safety factors, the capacity reduction factors and the actual concrete strength (likely higher than the design values). Without imposing a load restriction on the bridge, concrete components will deteriorate more quickly and reduce the remaining life of the bridge. Reinspection is recommended within 2 years to ensure no significant component deterioration has occurred since the last inspection.

## 2.5. Bridge 45 – Church Creek Bridge

### 2.5.1. Assessment Criteria

The assessment of Bridge 45 was based on the design criteria detailed in Table 13 and load factors detailed in Section 1.6.3.

Table 14: Bridge 45 Design Criteria

Design Criterion	Details	AS5100 reference
Dead load	As defined by AS5100:2017	Part 8, Appendix D, Table D1
Live load	T44 and B-Double triaxle	AS5100:2017 Part 7
Number of design lanes	2 design lanes	AS5100:2017 Part 2, Section 7.5
Accompanying lane factors	1.0 for first lane 0.8 for second lane	AS5100:2017 Part 2, Section 7.6

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### 3.3.3. Cost Estimate

The following cost estimate includes allowances for all the preliminary investigation, design, construction and a client cost. Details are included in Table 20 which include the most recent data available to SMEC with an allowance of 40% for contingency.

Table 21: Peak Creek Bridge Cost Estimate

Description of Work	Unit	Quantity	Rate	Amount
Preliminaries including permits, site establishment	Item	1	\$30,000	\$30,000
Temporary Traffic Management including temporary side track	Item	1	\$30,000	\$30,000
Demolition and Disposal	Item	1	\$30,000	\$30,000
Bridge Construction and other works	m <sup>2</sup>	108	\$3,500	\$378,000
Approach Works	Item	1	\$30,000	\$30,000
<b>Subtotal (Excluding GST)</b>				<b>\$498,000</b>
Add GST				\$49,800
40% Contingencies (Including GST)				\$219,120
<b>TOTAL</b>				<b>\$766,920</b>

In addition SMEC estimates that \$100,000 in fees will be required for detail design, tender documentation and assessment and construction superintendence as follows:

- Geotechnical Investigation & Survey \$25,000
- Detail Design \$45,000
- Tender Documentation/ Assessment \$10,000
- Construction Superintendence \$40,000
- Client Costs \$25,000

## 3.4. Bridge 40 – Parsonage Creek Bridge

### 3.4.1. Scope & Design Criteria

The following is the proposed scope and design criteria for the design of strengthening works for Parsonage Creek Bridge. This will be confirmed in consultation with SMRC during the detailed design phase:

- Bridge Width: 6.96m
- Bridge Length: 3 span – 28.35m
- Bridge Barrier: Low Performance
- Traffic Loading: T44/SM1600
- Preliminary Flood Design Criteria:
  - Catchment Area: 27 km<sup>2</sup>
  - Estimated 100yr Peak Flow: 183 m<sup>3</sup>/s
  - Estimated Flow Depth at Bridge: 2.7 m
  - Estimated flow velocities: 2.5 m/s
  - Maintain the existing waterway area
  - Scour and abutment protection
- Strengthening Design Life: 50 yrs

- Design Standards
  - AS5100 – 2017 Design Set
  - RMS Design Standards
  - Austroads

### 3.4.2. Strengthening Works

Based on the current assessments, the following concept strengthening and rehabilitation works are proposed to increase the bridge capacity to carry T44 loading. Additional assessment will be required for the assessment to bring the bridge up to an SM1600 load capacity.

- Install carbon fibre laminates to the underside and sides of the reinforced concrete girders to increase the bending moment capacity and beam shear capacity;
- Install carbon fibre laminates to the underside of the insitu reinforced concrete deck slab to increase the bending moment capacity of the deck;
- Install steel props to support the cantilever deck and barriers;
- Install additional piles and widen the pile caps to transfer the additional loads created by the T44 vehicle;

### 3.4.3. Cost Estimate

The following cost estimate for the strengthening works includes allowances for all the design, construction and a client cost. Details are included in Table 21 which include the most recent data available to SMEC with an allowance of 50% for contingency.

Table 22: Parsonage Creek Bridge Cost Estimate

Description of Work	Unit	Quantity	Rate	Amount
Site Establishment	Item	1	\$150,000	\$150,000
Temporary Traffic Management	Item	1	\$50,000	\$50,000
Supply and Installation of Carbon Fibre Laminates	m	400	\$500	\$200,000
Supply and Install Concrete Topping Slab including Temporary Works	m <sup>2</sup>	220	\$1,000	\$220,000
Supply and Install Steel Props to Deck Cantilever	Item	1	\$50,000	\$50,000
Installation of Screw Piles and Attachment to Existing Structure	Item	1	\$100,000	\$100,000
<b>Subtotal (Excluding GST)</b>				<b>\$770,000</b>
Add GST				\$77,000
50% Contingencies (Including GST)				\$423,500
<b>TOTAL</b>				<b>\$1,270,500</b>

In addition SMEC estimates that \$140,000 in fees will be required for detail design, tender documentation and assessment and construction superintendence as follows:

- Geotechnical Investigation \$20,000
- Detail Design \$70,000
- Tender Documentation/ Assessment \$15,000
- Construction Superintendence \$50,000
- Client Costs \$50,000



The estimated replacement cost for the Parsonage Creek Bridge would be in the order of \$1,500,000. The replacement of this bridge would provide a 100 year design life for only a small additional cost when compared to the strengthening option.

### 3.5. Bridge 45 – Church Creek Bridge

#### 3.5.1. Scope & Design Criteria

The following is the proposed scope and design criteria for the design of Church Creek Bridge. This will be confirmed in consultation with SMRC during the detailed design phase:

- Bridge Width: 8.2m, Two traffic lanes (deck width 9.0m)
- Bridge Length: 33.0m (clear span 28.3m)
- Bridge Barrier: Low Performance
- Traffic Loading: SM1600
- Preliminary Flood Design Criteria:
  - Catchment Area: 1 km<sup>2</sup>
  - Estimated 100yr Peak Flow: 7 m<sup>3</sup>/s
  - Estimated Flow Depth at Bridge: 0.8 m
  - Estimated flow velocities: 1.2 m/s
  - Maintain the existing waterway area
  - Scour and abutment protection
- Design Life: 100 yrs
- Design Standards
  - AS5100 – 2017 Design Set
  - RMS Design Standards
  - Austroads

#### 3.5.2. Bridge Design Solution

The proposed bridge replacement is a concrete plank bridge with 3 x 11m or alternatively 2 x 16.5m spans on the same alignment. The existing approach roads appear to be on a reasonable alignment with no apparent major sight distance or alignment issues identified. Construction of this bridge may require the construction of a temporary side track or a road closure if there is an alternative route for traffic.

There are a number of bridge superstructure options including proprietary products like InQuik and MLock or a more traditional RMS plank type consisting of precast concrete planks and a topping slab. The proprietary products have the ability to reduce construction time and the associated impact on the road users. The overall superstructure thickness would be in the order of 600mm (current timber is 575mm) depending on the final proposed solution. The proposed cross section of Church Creek Bridge is shown in Figure 15 below.

## Corporate Circular

CC: BTD2014/01



Transport  
Roads & Maritime  
Services

### BRIDGE TECHNICAL DIRECTION BTD2014/01

#### TRAFFIC LOADING FOR BRIDGES

##### Background

AS 5100 Bridge Design was adopted for the design of bridges and related structures on the classified road network in NSW on 7 May 2004.

AS 5100 defines a design traffic loading model designated as SM1600. The SM1600 traffic loading does not correspond to any specific truck configurations, but it does account for the possibility of two multi-trailer trucks travelling in convoy in a traffic lane.

Unlike some previous Australian bridge design codes the traffic loading model does not make provision for reduced traffic loadings for minor roads with low traffic volumes.

However, it is recognised that in some limited circumstances, a lighter traffic loading could be appropriate for the design of the structure. This BTD defines the conditions where reduced traffic loading may be permitted and prescribes the minimum traffic loading that could be adopted for the design of bridges on minor roads.

##### Information

The SM1600 traffic loading was developed in response to increasing legal truck mass and truck axle loads, and new configurations of heavy vehicles to ensure that over the design life of bridges the actual traffic loads will not exceed the design loads. The traffic load factor of 1.8 in the ultimate limit state was derived from statistical records of measured axle loads to account for the likelihood of over-loaded vehicles on the road network.

It is recognised that, under certain conditions, a reduced traffic loading may be appropriate for structures on minor local roads.

This Bridge Technical Direction replaces BPC 2004/06 which is now withdrawn.

##### Bridge Technical Direction

- Bridges on or over *classified roads* may be designed for a lesser traffic loading than SM1600 provided that **all** of the following criteria are satisfied:
  - a. The bridge will provide access to either a limited number of private properties, crown land, state and national park or state forest or a combination of these where the likelihood of land use change is low, because physical; landscape or planning constraints would make future development difficult.;

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Contact:	M Bennett
Section:	Bridge and Structural Engineering
Telephone no:	8837 0802
File no:	94M3917
Circular Number:	BTD2014/01

- b. The route alignment is unsuitable for B-doubles or other multi-trailer heavy vehicles, and is unlikely within the design life of the structure to be improved to a sufficient standard to allow travel by such vehicles;
  - c. The number of heavy vehicle movements is predicted not to exceed 150 AADT within 30 years;
  - d. The maximum span of the bridge is 25 m; and
  - e. Either the superstructure of the bridge consists of simply supported spans ( i.e. not structurally continuous), or the superstructure is continuous and the application of SM1600 traffic loading would not cause a load reversal in any of the members of the structure at the ultimate limit state or uplift at the supports at the serviceability limit state
- The approval of the Principal Engineer, Bridge and Structures shall be obtained prior to the adoption of a reduced traffic loading.
  - Irrespective of the traffic loading to be adopted for design of new bridges, their traffic barrier performance requirements and design shall be in accordance with the AS 5100.
  - The minimum reduced traffic loading (including centrifugal and braking forces) for bridges on the road network shall be the W7, T44 and L44 traffic loadings with corresponding load factors, multiple lane modification factors and Dynamic Load Allowance as specified in the 1992 Austroads Bridge Design Code and as detailed in Part 7 of AS 5100. For fatigue loading the number of stress cycles for a Functional Class 1 road, as defined in 1992 Austroads Bridge Design Code shall apply.

Classified road has the same meaning as contained in the Roads Act 1993, namely "any of the following:

- (a) a main road,
- (b) a highway,
- (c) a freeway,
- (d) a controlled access road,
- (e) a secondary road,
- (f) a tourist road,
- (g) a tollway,
- (h) a transitway,
- (i) a State work"

**References:** BPC 2004/06

**Effective date:** 7/02/2014

**Approved:** Wije Ariyaratne  
Principal Engineer, Bridge and Structures

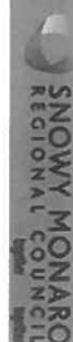
**DISTRIBUTION:**

Publication on RMS' Intranet and the Internet  
The circulation list for the Bridge Technical Direction Manual  
All Bridge Engineering Staff and Skill-Hire Contractors  
Asset Managers, Bridge Maintenance Planners and Support Officers  
Manager, Project Management Office

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Contact:	M Bennett
Section:	Bridge and Structural Engineering
Telephone no:	8837 0802
File no:	94M3917
Circular Number:	BTD2014/01

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – GENERAL INFORMATION



BRIDGE NAME: BRIDGE NO 40 – PARSONAGE CREEK

INSPECTION DATE: 13/10/2016

Latitude:	36°55'32"S	Longitude:	149°13'12"E	
Overall Length:	28.40m	Overall Width:	6.10m	
Inspected by:	SMEC Australia Pty Ltd	Construction Drawing No.:		
Maintained by:	Snowy Monaro Regional Council	Timber/Concrete/Steel	Reinforced Concrete	
INSPECTION EQUIPMENT		COMMENTS		
INSPECTION DETAILS				<p>(DESCRIPTION)</p> <p>Three span reinforced concrete bridge.</p>
Level of Inspection:		Level 2		
Date of Inspection:		13/10/2016		
Inspector's Name:		Thusitha Gangodagamage/ Max Stannard		
Engineer's Name:		Thusitha Gangodagamage/ Max Stannard		

## BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET - CONDITION RATING OF ELEMENTS



BRIDGE NAME: BRIDGE NO 40 - PARSONAGE CREEK

INSPECTION DATE: 13/10/2016

Element Code	Element Description	Total Quantity	Units	Estimated Quantity (or Percent of Total Quantity) in Condition State				COMMENT
				1	2	3	4	
	Abutment A							
MAAP-A	Approach carriageway				20	50	30	Crocodile cracks observed. Approach appears to have settled and is rutting.
SGUA-US	Steel guardrail upstream			100				
SGUA-DS	Steel guardrail downstream			100				
CABW-A	Concrete abutment			100				
SWIN-A	Stone wingwall				90	10		
MBAT-A	Batter protection				100			Grass batter protection.
JPOS	Pourable joint	1	No		98	2		Silt trapped in joint.
RCON	Concrete end post	2	No		100			
	Abutment B							
MAAP-B	Approach carriageway			70	20	10		No approach slab. Pothole has been repaired recently. Minor rutting.
SGUA-US	Steel guardrail upstream			100				



BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET - CONDITION RATING OF ELEMENTS									
SNOWY MONARO REGIONAL COUNCIL									
SGU-A-05	Steel guardrail downstream			100					
CABW-B	Concrete abutment			100					
SWIN-B	Stone wingwall				90	10			
MBAT-B	Batter protection				100				Grass batter protection.
JPOS	Pourable joint	1	No		100				
RCON	Concrete end post	2	No		50		50		Full depth crack at the upstream end post.
	Pier 1								
CPL-1	Concrete pile columns	2	No	100					
CPHS-1	Concrete pier headstock	1	No		95	5			Spalling concrete above Column 1.
CCGD-1	Concrete diaphragm	1	No		95	5			Spalling concrete above Column 2.
	Pier 2								
CPL-2	Concrete pile columns	2	No	100					
CPHS-2	Concrete pier headstock	1	No		100				
CCGD-2	Concrete diaphragm	1	No		98		2		Spalling concrete at Column 1 and minor cracks.
	Bridge Superstructure								

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET - CONDITION RATING OF ELEMENTS								SNOWY MONARO REGIONAL COUNCIL	
CRBM	Concrete girder (reinforced beam)	3	No	90	10			Patch repair work on girders of Span 3. Minor vertical cracks.	
RMEI-US	Steel handrail upstream				20		80	Handrail missing at spans 2 and 3 with temporary handrail in place. Reinforcement exposed.	
RMEI-DS	Steel handrail downstream				95		5	Paint peeled off.	
CKER-US	Concrete kerb upstream				90	10		Spalling which appears to be due to accident damage.	
CKER-DS	Concrete kerb downstream				100				
SCUP-US	Scuppers upstream	6	No		70	30		Scuppers blocked.	
SCUP-DS	Scuppers downstream	6	No		70	30		Scuppers blocked.	
CDSL	Concrete deck slab			100					
JDEC	Deck joints	2	No		98	2			
MWES	Wearing surface				100				
MWWY	Waterway				100				

# BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – DEFECT TREATMENT AND MAINTENANCE ACTIONS



BRIDGE NAME: BRIDGE NO 40 – PARSONAGE CREEK

INSPECTION DATE: 13/10/2016

Element Code	Environment	MMS Act. No.	MMS Activity Description	Comments on Required Actions and Locations on Structure	Estimated Quantity	Units	Recommended Date for Completion
MAPP-A	M	203.00	M19 Surface Texture Repair	Approach carriageway requires resurfacing.	20	m2	1 year
SWIN-A	M	714.00	M700 Masonry / Brick Repairs, Minor	Stone wingwall cement mortar requires patching.	2	m2	1 year
JPOS	M	788.01	M788 Rehab Pourable / Cork Joint Seal (JPOS)	No action required, monitor for any further deterioration.	-	-	-
MAPP-B	M	203.00	M19 Surface Texture Repair	Minor rutting observed. No action required, monitor for any further deterioration.	-	-	-
SWIN-B	M	714.00	M700 Masonry / Brick Repairs, Minor	Stone wingwall cement mortar requires patching.	2	m2	1 year
RCON	M	764.00	M762 Replace Kerb / Rail / End Post	Full depth crack at the upstream end post requires repairing.	1	item	6 months
CPHS-1	M	769.05	M769 Rehab Concrete – Pier Headstock	Spalling above Column 1 requires patch repair.	1	item	6 months
CCGD-1	M	713.00	M700 Concrete Repairs, Minor	Spalling concrete above Column 2. Concrete requires removing and patching.	1	item	6 months
CCGD-2	M	713.00	M700 Concrete Repairs, Minor	Spalling concrete at Column 1 and minor cracks. Monitor cracks and patch repair spalling concrete.	1	item	6 months
RMET-US	M	764.00	M762 Replace Kerb / Rail / End Post	Replace missing rail at spans 2 and 3. Patch repair over exposed reinforcement.	2	item	6 months
RMET-DS	M	712.00	M700 Paint Repairs, Minor	Paint peeling off and requires repainting.	1	item	1 years
CKER-US	M	713.00	M700 Concrete Repairs, Minor	Patch repair spalling areas of concrete kerb.	1	item	1 year

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – DEFECT TREATMENT AND MAINTENANCE ACTIONS						SNOWY MONARO REGIONAL COUNCIL	
SCUP	M	480, 04	M480 Clean scuppers	Unblock scuppers and monitor for future maintenance.	1	Item	6 months
JDEC	M	703, 00	M700 Joint Maintenance, Minor	No action required, monitor for any further deterioration.	-	-	-

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – INSPECTION COMMENT



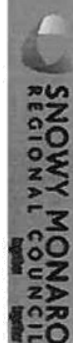
BRIDGE NAME: BRIDGE NO 40 – PARSONAGE CREEK

INSPECTION DATE: 13/10/2016

Inspector's Comments:	<p>Three-span reinforced concrete bridge. Bridge load rating assessment is recommended as bridge was built in 1939. The Council is currently in the process of widening the bridge.</p> <p>Patching has been undertaken to the beams. Vertical cracks in mid-span of concrete beams were observed. Approach appears to have settled, crocodile cracks and rutting observed. Silt trapped in joint and bridge does not have approach slabs.</p> <p>Full depth crack at the upstream end post and handrail missing at spans 2 and 3 with temporary handrail in place. This appears to be due to accident damage.</p> <p>Spalling concrete observed at columns and diaphragms.</p> <p>Scuppers along bridge deck were also blocked.</p>
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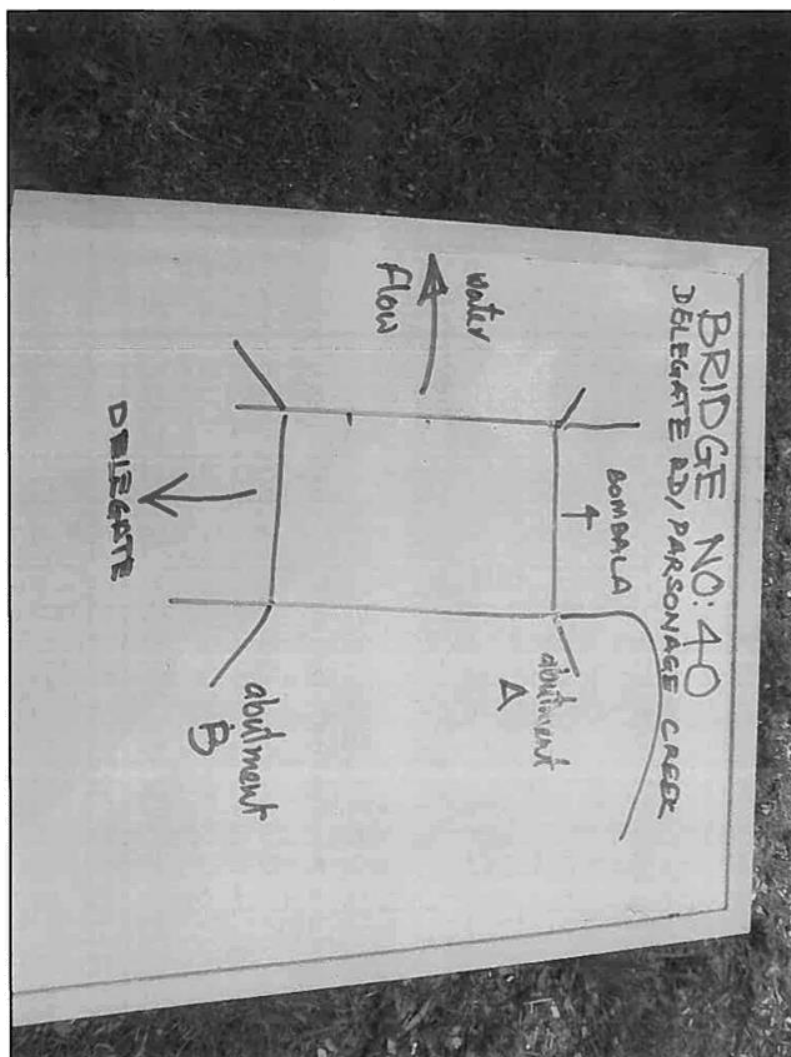


BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET - BRIDGE PLAN VIEW

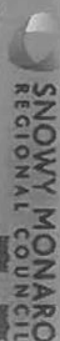


BRIDGE NAME: BRIDGE NO 40 - PARSONAGE CREEK

INSPECTION DATE: 13/10/2016



BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS



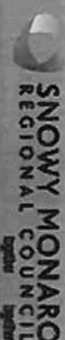
BRIDGE NAME: BRIDGE NO 40 – PARSONAGE CREEK

INSPECTION DATE: 13/10/2016



Photo ID	Br_40_20161013 (43)
Description	Approach appears to have settled. Crocodile cracks and rutting observed.
Inspection Details	13-Oct-2016; Approach Carriageway at Abutment A; Moderate; M9 Surface Texture Repair

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS



BRIDGE NAME: BRIDGE NO 40 – PARSONAGE CREEK

INSPECTION DATE: 13/10/2016



Photo ID	Br 40_20161013 (57)
Description	Stone wingwall cement mortar requires patching.
Inspection Details	13-Oct-2016; Stone wingwall at Abutment A; Moderate; M700 Masonry / Brick Repairs, Minor

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS



Photo ID	Br 40_20161013 (43)
Description	Silt trapped in joint.
Inspection Details	13-Oct-2016; Pourable Joint at Abutment A; Moderate; M788 Rehab Pourable / Cork Joint Seal (JPOS)

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS

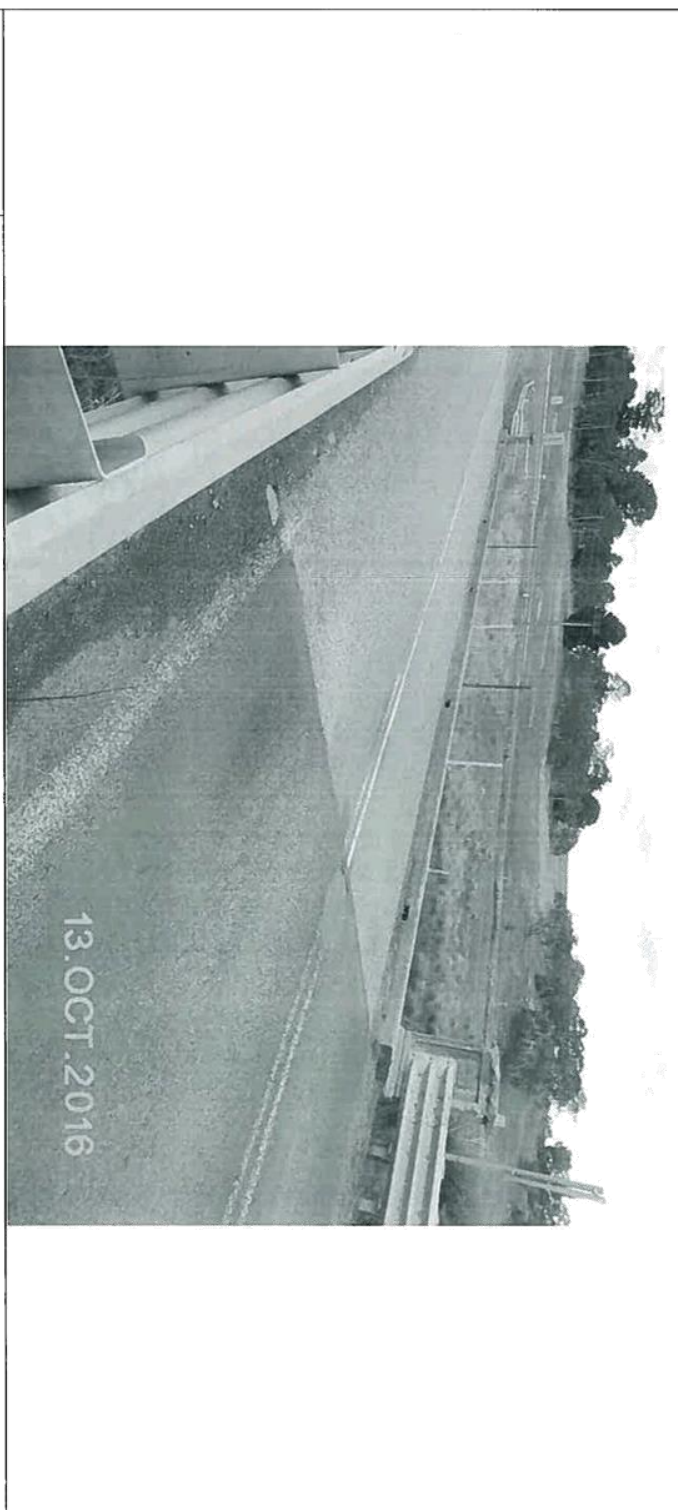


Photo ID	Br 40_20161013 (7)
Description	Approach Carriageway at Abutment B. No approach slab and pothole appears to have been repaired recently. Minor rutting.
Inspection Details	13-Oct-2016; Approach Carriageway at Abutment B; Moderate; M9 Surface Texture Repair



BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS

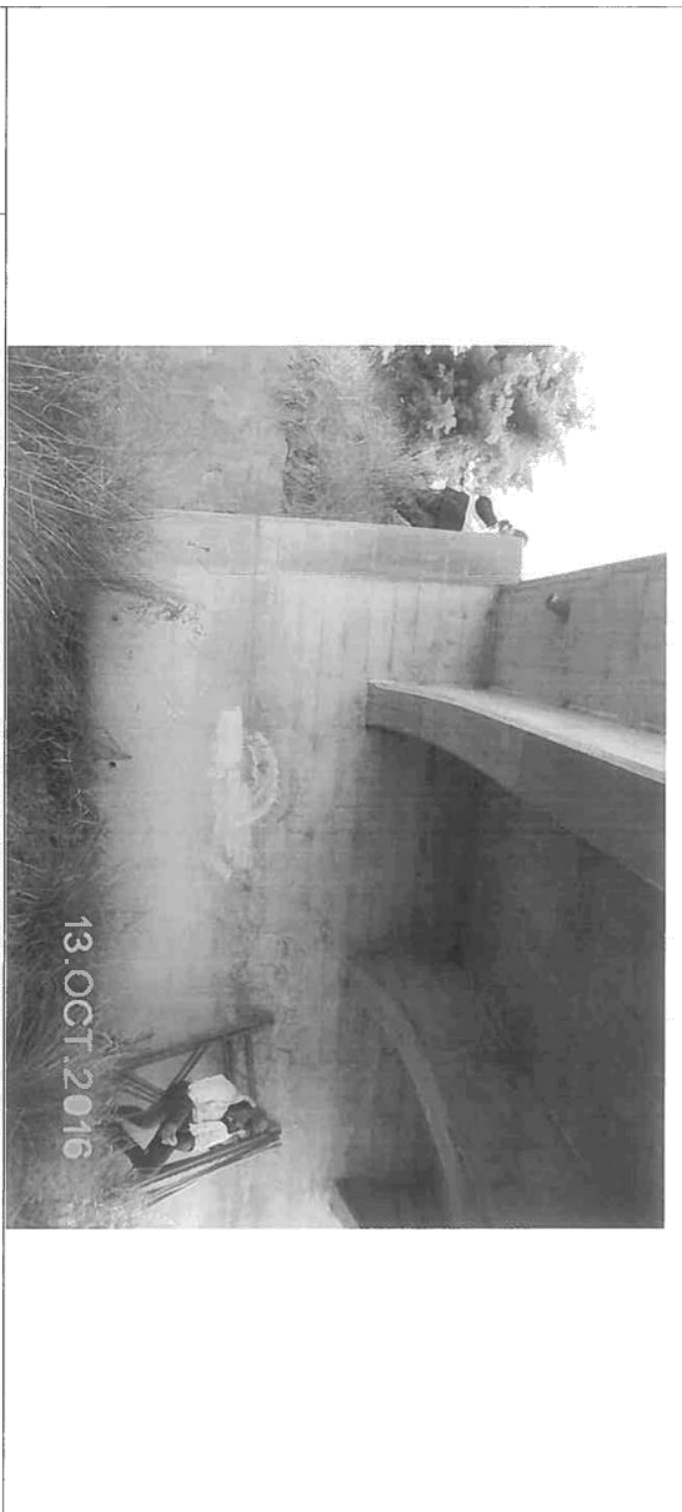


Photo ID	Br 40_20161013 (27)
Description	Stone wingwall cement mortar requires patching.
Inspection Details	13-Oct-2016; Stone Wingwall at Abutment B; Moderate; M700 Masonry / Brick Repairs, Minor

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS

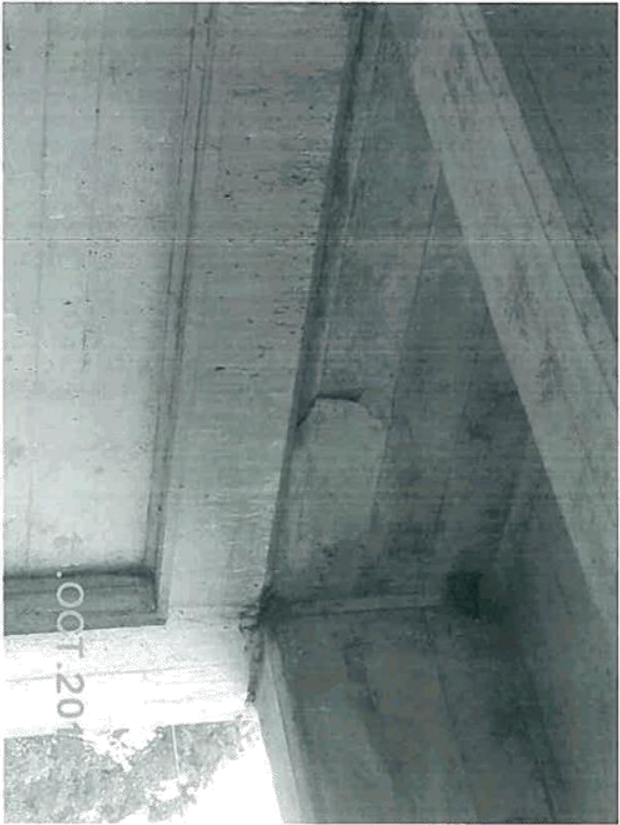


Photo ID	Bf_40_20161013 (32)
Description	Full depth crack at the upstream end post.
Inspection Details	13-Oct-2016; Concrete End Post at Abutment B; Moderate; W76Z Replace Kerb / Rail / End Post

## BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS



Photo ID	Br 40_20161013 (59)
Description	Spalling above Pier 1 / Column 1.
Inspection Details	13-Oct-2016; Concrete Pier Headstock; Moderate; M769 Rehab Concrete – Pier Headstock

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS	
	
Photo ID	Br 40_20161013 (63)
Description	Spalling concrete above Pier 1 / Column 2.
Inspection Details	13-Oct-2016; Concrete Cross Girder / Diaphragm; Moderate; M700 Concrete Repairs; Minor

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET -- PHOTOS/DEFECTS	
	Photo ID
	Br 40_20161013 (26)
	Description
Inspection Details	Spalling concrete at Pier 2 / Column 1 and minor cracks.  13-Oct-2016; Concrete Cross Girder / Diaphragm; Moderate; M700 Concrete Repairs, Minor

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS

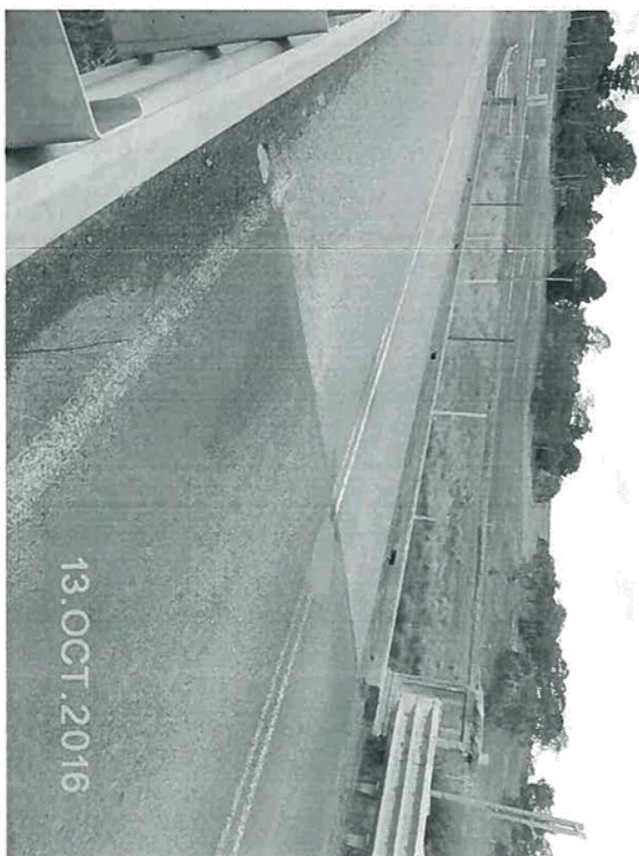


Photo ID	Br 40_20161013 (7)
Description	Handrail missing at spans 2 and 3 with temporary handrail in place. Reinforcement exposed.
Inspection Details	13-Oct-2016; Metal Railing; Moderate; M762 Replace Kerb / Rail / End Post



BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS



Photo ID	Bf_40_20161013 (37)
Description	Paint has peeled off.
Inspection Details	13-Oct-2016; Metal Railing; Moderate; M700 Paint Repairs, Minor

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS

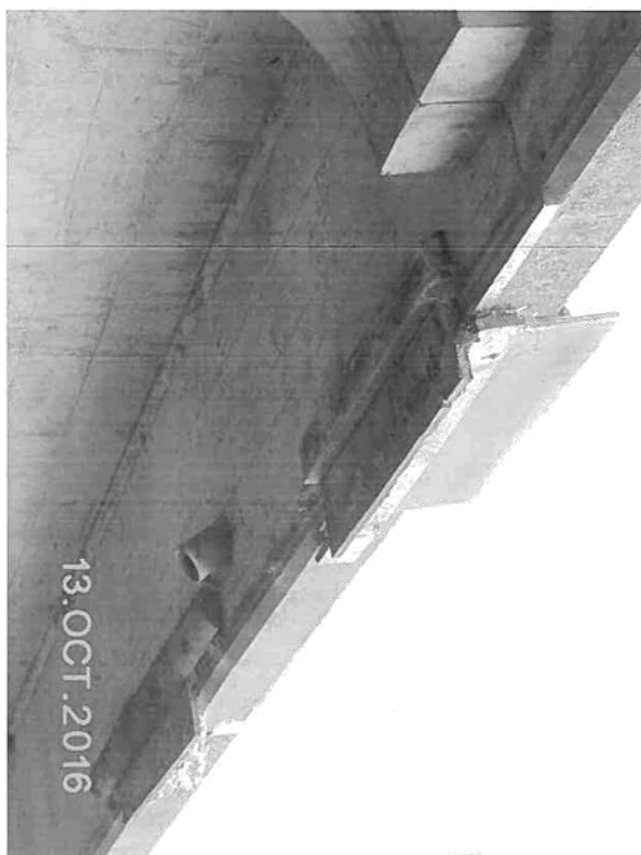


Photo ID	Br_40_20161013 (22)
Description	Spalling which appears to be due to accident damage.
Inspection Details	13-Oct-2016; Concrete Kerb; Moderate; M700 Concrete Repairs; Minor

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS

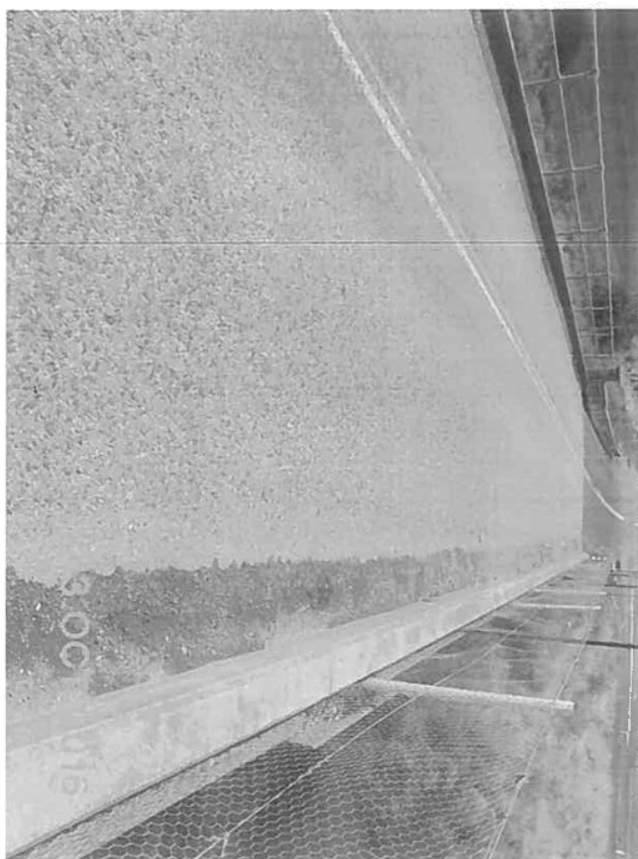


Photo ID	Br 40_20161013 (38)
Description	Upstream and downstream scuppers blocked.
Inspection Details	13-Oct-2016; Scuppers; Moderate; M480 Clean scuppers

BOMBALA BRIDGE LEVEL 2 INSPECTION SHEET – PHOTOS/DEFECTS



Photo ID	Br 40_20161013 (39)
Description	Silt trapped in deck joints.
Inspection Details	13-Oct-2016; Deck Joints; Moderate; M700 Joint Maintenance; Minor

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## 11.5 PLATYPUS VIEWING PLATFORM - REPORT INTO THE DESIGN PROCESS, COMPLAINEE OBLIGATIONS AND CONSTRUCTION

Record No:

Responsible Officer:	Director Operations & Infrastructure
Author:	Group Manager Transport Infrastructure (Operations)
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.4.1.3 Coordinate and initiate community engagement processes that facilitate participation in Council activities and decision making, and keep residents informed on local events, issues and planning.
Operational Plan Action:	OP7.34 Support and encourage public engagement methods which invite comment from community and informs the decision making.
Attachments:	<ol style="list-style-type: none"><li>1. Draft Design Concept - 5 May 2017 - <b>Confidential</b></li><li>2. Draft Design Concept - More Complete Plan - <b>Confidential</b></li><li>3. Part 5 - Environmental Assessment - <b>Confidential</b></li><li>4. Future Towns Meeting - 19 April 2017 - <b>Confidential</b></li><li>5. Place Activation - Project Outcomes Report - <b>Confidential</b></li><li>6. Media Release - November 2017 - <b>Confidential</b></li><li>7. Photo Compilation - <b>Confidential</b></li><li>8. Invoice from Engineer - Platypus Amphitheatre - <b>Confidential</b></li></ol>
Cost Centre	1165 – Viewing Platform
Project	Bombala Place Activation Project
Further Operational Plan Actions:	

### EXECUTIVE SUMMARY

At the Council Meeting of 15 February 2018 a Notice of Motion was moved under Council Resolution 2/18 that:

“Councillors receive a full report regarding the design and construction of the Riverside Platform in Bombala; and

- A. The Report is to include the design process, compliance obligations considered, cost so far and the process undertaken to select building materials for the structure; and
- B. Further, that a professionally trained landscape architect and engineer be commissioned to complete the platform so that it can be used by the community.

Unfortunately a full Engineering Assessment & Structural Design will not be available until Friday 9 March 2018 and therefore cannot be attached to this report. However approval will be sought to provide copies of the report to Councillors at the March 2017 meeting.

As part of Councils’ deliberations, there may be an opportunity to incorporate the viewing platform into a wider concept design including Therry Street car park and Town Square to provide a broader overview of how the area should evolve and connect to the riverside recreation area. A Design Fee proposal has been submitted for \$10,208 with the aim to:

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11.5 PLATYPUS VIEWING PLATFORM - REPORT INTO THE DESIGN PROCESS, COMPLAINTS OBLIGATIONS AND CONSTRUCTION

- Review existing plans for the site, use the aerial mapping from the Therry Street project along with additional information collected on site to prepare a base plan (does not include full ground survey);
- Prepare pre-concept sketches;
- Meet with Council staff in conjunction with the Therry Street pre-concept meeting to discuss pre-concept sketches.
- Incorporate feedback from meeting into concept design development along with high level structural engineering input for the viewing platform;
- Prepare plan, sections and materials palette for design concept for waterfront area; and
- Present concept to client in conjunction with the Therry Street concept presentation and provide drawings as A3 PDF files suitable for public exhibition.

The following officer's recommendation is submitted for Council's consideration.

**OFFICER'S RECOMMENDATION**

That Council

- A. Receive and Note the Report into the Design Process, Compliance Obligations and Construction of the Platypus Viewing Platform – Bombala.
- B. Discuss and advise on the opportunity to incorporate the viewing platform into a broader overview of the landscape including Therry Street Carpark and the Town Square.

**BACKGROUND**

The Bombala Viewing Platform project was created as part of a Future Towns Project & Place Activation initiative with initial meetings between Council staff and members of the public held in Bombala Council offices on 19 April 2017 (Minutes attached). The project was allocated an initial budget of \$50,000 with \$30,000 allocated for workshops and \$20,000 allocated for construction.

The Future Towns Program: Project Outcomes and Acquittal Report outlined the detailed project activities as follows:

- Base Package: Delivered by Mr X. Workshops identified the project to be funded, introduced attendees to the concept of place activation, encouraged free exchange of views and ideas, identified the Plus Package Workshops to be delivered.
- Plus Package: Workshops delivered by Mr Y, focusing on customer service and branding and development of customer base to grow your business.
- Funding Package: Construction of Platypus Viewing Platform on banks of Bombala River accessed via Therry Street.

Mr X was described as a *“highly experienced practitioner, trainer and facilitator, specialising in stakeholder engagement, organisational development and integrated strategic planning”*. The aims of engaging this practitioner was to:

- Meet with key stakeholders onsite and discuss options and opportunities;
- Deliver a workshop to educate participants on place activations and work with participants to develop a range of options;



- Meet with focus group representatives chosen at the first workshop and fine tune the scope of the project to be funded
- Meet with key stakeholders and develop project success measures.

Mr Y was introduced to the workshop as:

- A rising star in the field of business and personal development; and that
- He promotes customer culture and delivers customer training for both small and large businesses *"to share his past experiences and to motivate, inspire and excite"*

A timeline of events from the first meeting of 19 April is as follows:

- Within the minutes of the Base Package Second Meeting held at the Council Offices in Bombala on 19 April 2017 had within its Minutes:
    - The *"meeting went on to discuss the design aspects for the viewing platform which was the agreed number one priority and the project that would be funded under the program. In particular the following points:*
      - *Platform needs to also act as seating so it needs to be tiered.*
      - *Platform needs to be made from natural material i.e. wood with steel understorey.*
      - *Top tier needs to be accessible for wheelchairs.*
      - *Platform needs to extend out over the river.*
      - *If possible include the water rush".*
  - On 5 May 2017, the Deputy Director Service Planning provided the Manager Construction (Transport & Infrastructure (Operations)) a Draft of the design concept stating *"The concept is to use driven piles (16 in total) and a suspended super structure. This will minimise ground disturbance. The structure is low to the ground which will minimise water turbulence in times of flood. The area is currently closely mown parklands and the recent environmental assessment done for the new river weir indicated no endangered species in the area"*
  - On 16 May 2017 the Deputy Director Service Planning provided the Manager Construction (Transport & Infrastructure (Operations)) a *"more complete plan for deliberation"* (attached).
  - On 31 May 2017 Councils Manager Construction (Transport & Infrastructure (Operations)) was informed that an additional \$25,000 had been added to the project.
  - On 6 June 2017 Councils' Manager Construction (Transport & Infrastructure (Operations)) was provided a signed copy of the Part 5 Environmental Assessment (Attached).
  - On 22 October 2017 an email was received containing the following:
    - The finalisation of this platform build cannot be deferred any longer – As an organisation, we need to deliver this platform ASAP.
    - Requesting that a FIRM date for completion be provided to me by close of business Friday 27<sup>th</sup> October, so that I can confer with the funding body
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- On the 27 October 2017 an update on the Viewing Platform from the Manager Construction stated:
  - The Bridge Construction Team have been depleted as one member is caring for his wife who had a stroke during childbirth, and the other is currently assisting SMEC with the last of the Bridge inspections.
  - I have shut down the Cooma CBD Upgrade to provide three additional staff with the suitable skill set for that project. I have also obtained two staff from maintenance.
  - Council now has five staff on the platform and a Contract welder.
  - I have advised the staff that they can work additional hours and the weekend as requested.
  - If the weather holds the platform should have the decking in place by Tuesday 31<sup>st</sup> but may not have the lower deck completed.
  - Other items such as the hand railing and pedestrian fencing, rock protection will still need to be added once the platform is completed.
  - As with the bridges the addition of staff numbers beyond this point may impact on job safety.
- In early November 2017, Council released a Media update on both the Viewing Platform and Footbridges in Bombala.
- On 13 November 2017 the Manager Construction provided a compilation of photographs of both footbridges and viewing platform across the Bombala River (Attached).
- The project closed in mid November pending additional funding, concerns raised by the new Council and questions over the structural integrity of the viewing platform.

## QUADRUPLE BOTTOM LINE REPORTING

### 1. Social

A Bombala Place Activation Project - Therry Park - Bombala Project Outcomes, Assessment, Approach and Methodology - Case Study for successful place activation; not dated (Attached) and forwarded to the Group Manager Transport & Infrastructure (Operations) on 22 February 2018 states:

- Site selection and appropriate assessment. Site selection was undertaken by Council staff and members of the community. There were a number of sites along the river which could have ultimately been used. However after taking into account ease of access, visibility and frequency of platypus sightings the current site was unanimously chosen.
  - Community engagement in decision making surrounding the project design and development. This has been a very important aspect of this project. Community ownership of the project has been forefront in Council's mind. This case study suggests strongly that Council should ensure that clear and timely community engagement takes place at all times when developing community infrastructure. The community needs to be kept informed of the progress of the project and provided with opportunity to modify the project if required. In this instance the timber top of the platform did have to be modified to meet the community's expectations- even though drawings had been circulated prior to
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11.5 PLATYPUS VIEWING PLATFORM - REPORT INTO THE DESIGN PROCESS, COMPLAINTS OBLIGATIONS AND CONSTRUCTION

commencement, once the deck started to go down the community were unhappy with the finish. Luckily modifications could be made without too many issues. With hindsight more detailed drawings should have been prepared and circulated.

- Observation of pre-determined timetable for completion of the project. A number of unforeseen issues occurred while delivering this project – weather, delays in delivery, minor alterations to design, work crew availability and resourcing issues caused as a result of the Council re structure.
- Community satisfaction with project plan and site design. As stated previously Council felt it was most important to ensure community ownership of this project. We have learnt a number of valuable lessons which we intend to include in future community consultations.
- Is there a good connection between the space and the adjacent buildings? Do occupants of adjacent buildings use the space? The platform is alongside the Bombala River Walk which is used by a broad cross section of the community on a daily place. The location is a popular spot to view the platypus, once landscaping has been undertaken Council believes that the connection between the platform, the River Walk and the all abilities play area will be seamless.

There's no correspondence in Councils' document management (ECM) system from members of the community expressing concerns over the viewing platform and requests for any information from the public registered within the Bombala TRIM system has not revealed any complaints from the public.

## 2. Environmental

A full part 5 assessment was completed and is attached.

## 3. Economic

The project "sign-off" was provided on 21 November 2017 (Excel Spreadsheets cannot be attached to InfoCouncil reports).

### Future Towns Project Bombala Work Order 1165

Consultants \$30,000 ex GST

Base Package – Mr.X	\$7,315.91	
Catering	\$281.15	
Plus Package- Mr.Y 1st workshop	\$5,500	
Venue Hire/catering	\$638	
Mr. Y 2nd Workshop	\$4,400	
Venue Hire/Catering	\$291	
Accommodation	\$127	
	\$18,553.42	\$18,553.42

Funded Project \$20,000 ex GST

Designs	\$1,109.09	
Approvals	\$503.66	
	\$1612.75	\$1612.75
Materials and Labour	\$39,811.58	\$39,811.58
		\$59,977.75

Signed as a true record of expenditure

Economic Development Officer  
Snowy Monaro Regional Council

21-Nov-17

And a breakdown of all transactions against this project is available if required.

#### **4. Civic Leadership**

The Notice of Motion stated that:

- *"The Aim of this Motion was to ensure that the failure of planning witnessed in the Bombala Riverside Platform, cannot happen again with other projects"* and
- *that "the platform was built without being safety compliant, without being engineering compliant and without stakeholders e.g. Chamber of Commerce and Community seeing the design of the structure (which ignored the input of ideas from stakeholders)".*

Finally the Notice of Motion stated that

- *"this is a failure of planning that Council must avoid in the future";* and
- *"Unfortunately the newly elected Council has inherited this failed project, even though it was already underway prior to the election"*

A full review of documentation, including meeting minutes, correspondence between staff/former staff, Councillors/former Councillors of Bombala Shire Council and Manager Construction Snowy Monaro Regional Council would support the view that this project was not conducted following Council process and that a considerable amount of pressure was applied to deliver a project that was under-scoped, under-funded, under-resourced and lacked any real community consultation process.

The views of Councillors, staff and the public have not been adequately documented and community consultation between March and May 2017 consisted of two (2) meetings (documented) with no clear understanding of what was required.

The confusion throughout this project was articulated in an email from staff dated 1 February 2018 as follows:

- The Chamber did not receive the grant in fact they had nothing to do with it save for a couple of their members attending workshops or meetings.
  - The State Government provided funding to the Council to deliver 3 Future Towns projects. The viewing platform was part of Bombala's Future Towns Project. There was \$30K allocated to workshops and consultants and \$20K to a project which had to be identified as part of the consultants work. Council received the same funding for Jindabyne and Cooma.
  - Mr. X was the consultant engaged at Bombala. He held 2 workshops which were open to the whole community. The project chosen was the construction of a platypus viewing platform on the banks of the River. There were a number of suggestions for the design of this platform some were totally impractical. The Deputy Director Service Planning
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organised for plans to be drawn up. Due to the fact that the Deputy Director Service Planning left suddenly with no opportunity for any sort of hand over; no one with any knowledge of the project was around when the work first commenced.

- I have no idea who choose the timber nor do I understand how anyone can think that what is there now bears any resemblance to the plans and the associated notes. It was my understanding that the plans allowed for varying widths and that this was fully articulated in the plans drawn up.
- Once the timber started going down it became very apparent that the thing being constructed was in no way even close to what had been discussed or in fact what had been articulated in the plans.
- There was a lot of discussion on what we might be able to do to save the project. There was to be changes to the decking so that there would be sections suitable for people to spread out a bit and to break up the decking so that it wasn't just all straight lines of wood going down to the River, it would be accessible to all, railings would be a little "funky" to help make the thing a bit visually appealing. You cannot imagine my horror when I received a number of calls that teams of workers from Cooma were working on the thing over the weekend nor my disappointment when finding the thing looking like it does.

However, given the timeline of events, it is inconceivable to believe that a key community project could be constructed in under six (6) months (May – October 2017) with plans scribbled on the back of a sheet of paper and minimum public consultation. In addition, the application of pressure placed upon the Manager Construction to a point whereby the Cooma CBD Upgrade project had to close down to provide sufficient manpower is a clear indication of a project that was not managed; but orchestrated by many hands – each with differing views on what the community wanted.

There are options that Council could consider in relation to the existing viewing platform but it is recommended that those discussions take place once the Engineering Assessment & Structural Design have been provided for review.

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### 13.1 MY HEALTH RECORD COMMUNITY AWARENESS PROJECT

Record No:

Responsible Officer:	Director Environment & Sustainability
Author:	Community Service Officer
Key Direction:	4. Creating a Safer, Healthier and Thriving Community
Delivery Plan Strategy:	DP4.2.1.1 Retain and improve health and social services across the Region
Operational Plan Action:	OP4.10 Participate in groups and networks that improve access to health and social services.
Attachments:	Nil
Cost Centre	
Project	
Further Operational Plan Actions:	

#### EXECUTIVE SUMMARY

COORDINARE has been engaged by the Australian Digital Health Agency to roll-out the My Health Record Community Awareness Project in South Eastern NSW. COORDINAIRE is seeking to partner with Councils to deliver the Community Awareness Project within their LGAs.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council receive and note the information in the report on the My Health Record Community Awareness project and proposed partnership.

#### BACKGROUND

SMRC was approached by COORDINARE, the Primary Health Network responsible for South Eastern NSW, to participate in a selective Expression of Interest process for the roll-out of the My Health Record Community Awareness Project. This project aims to inform target audiences within the community of upcoming changes to the My Health Record system through a series of community awareness events and activities.

My Health Record is an online summary of a person's health information. The Australian Government has committed to creating a My Health Record for every Australian by the end of 2018, unless they choose not to have one. This initiative will require extensive communication efforts at a local, regional and national level.

COORDINARE has been engaged by the Australian Digital Health Agency to support this communication activity in South Eastern NSW and are seeking to partner with Councils to deliver the Community Awareness Project within their LGAs. Funding of \$10,000 is available to support the delivery of the project.

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Having reviewed the Expression of Interest Guidelines, it is felt that SMRC's Community Development team does not currently have the capacity to wholly drive and deliver the project within the expected timeframe. This is based on current commitments and planned progress towards core operational outcomes.

In order to ensure that our community still has the opportunity to receive this important information, and in consultation with COORDINARE, it is proposed that the project be delivered by a suitable local NGO (Non-Government Organisation) in a subcontract arrangement. In this solutionary approach, SMRC would undertake the role of primary contractor, assuming responsibility for reporting and accountability processes, and would support the project by providing in-kind support such as access to community contacts and venue hire where appropriate. SMRC would hand on responsibility for delivering the project, along with the associated funding from COORDINARE, to a suitable NGO.

Monaro Family Support Service Inc. (MFSS) has been identified as the most appropriate NGO for SMRC to partner with on this project. They have confirmed a willingness, ability and enthusiasm to participate in the project. MFSS has an extensive existing connection with individuals and community groups in the region's three larger towns and importantly in the smaller villages and localities. They have spent many years successfully establishing and building upon a unique access to communities through word of mouth and providing high quality outreach services. MFSS has direct access to the majority of the target groups identified by the EOI Guidelines (parents and children, carers, seniors, people with mental illness, chronic conditions, drug and alcohol addiction, the CALD, newly arrived and Aboriginal and Torres Strait Islander communities). MFSS have the workforce capacity to deliver the project and could capitalise on their existing outreach programs to reach geographic and social communities across the region.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

The community will benefit from receipt of the Community Awareness Project through individual and group communications regarding the changes to My Health Record and giving them the opportunity to make informed choices regarding their health care. They will further benefit from a targeted and tailored approach with MFSS designing engagement to specific audiences and geographic communities based on their needs. The development of community / consumer champions will assist with embedding the message beyond the life of the project and with establishing a mechanism for increased consumer involvement and local engagement in health-related issues.

MFSS will benefit from participation in the project as it provides them with an opportunity to leverage their existing networks to establish new relationships across the region and to reach new parts of the community who may benefit from MFSS' core services now or into the future. Being a small NGO, funding is always tight, and MFSS can potentially use this opportunity to have a cross-program benefit for their core services.

SMRC benefits from a subcontract arrangement to deliver this project. This allows for the project to be delivered without significant impact on our workforce but with the opportunity for SMRC staff to maintain a partial involvement to support the delivery. A subcontract arrangement ensures that the communication is delivered to the wider community, in particular a number of target social justice groups, where current staffing capacity would not otherwise allow for the delivery. Further, this is an opportunity for SMRC to strengthen an important relationship with both the Primary Health Network and a key working relationship with a small, locally run NGO.

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The broader community would be disadvantaged if SMRC was not to partner with an NGO to deliver this project; they may not have access to the same level of information, and the project may not be able to be fully delivered due to competing priorities.

## **2. Environmental**

There are not expected to be any environmental impacts.

## **3. Economic**

SMRC would take receipt of the available funding (\$10,000) for this project from COORDINARE, and pass on the entire amount to the subcontracted NGO. There may be some small in-kind costs to be taken on by SMRC in order to support the delivery of the project, such as venue hire if required (e.g. a 1 hour community information session at the Bombala Community Centre).

The subcontracted NGO may have the potential to make small financial benefit from the project if they are able to successfully capitalise on their existing activities, for example sharing travel costs with workers already providing outreach to the region.

The financial aspects of the project are discrete and will not extend beyond the life of the project.

## **4. Civic Leadership**

The proposed partnership is an excellent opportunity for SMRC to meet its values of “Solutionary” and “Together”. There is a risk that the project not be delivered locally within the current capacity of SMRC staff. The concept of entering a subcontract arrangement with a skilled local service provider allows us to do business in a slightly different way which offers an improved outcome for the community. It also allows SMRC to work together with a community organisation to the benefit of all involved.

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## 15.1 DA BEST PRACTICE GUIDELINE AND PROCESSING TIMES

Record No:

Responsible Officer:	Director Environment & Sustainability
Key Direction:	6. Managing Development and Service Delivery to Retain the Things We Value
Delivery Plan Strategy:	DP6.2.1.1 Ensure that Council's land use planning and development policies enhance liveability.
Operational Plan Action:	OP6.11 Ensure development assessment is undertaken in accordance with adopted Local Environmental Plans, Development Control Plans, Council Policy and State and Federal legislation.
Attachments:	1. Tables <a href="#">↓</a> 2. Example plan 1 <a href="#">↓</a> 3. Example plan 2 <a href="#">↓</a>
Cost Centre	1210 Development Assessment
Project	Development Assessment
Further Operational Plan Actions:	

### EXECUTIVE SUMMARY

On 18 December 2017 the mayor requested (in relation to assessment and determination of Development Applications) *"...a report to Council in February or March regarding what Council needs to put in place or resources it will require to ensure we can meet the best practice guideline and can improve our response times."*

The "best practice guideline" refers to the NSW Department of Planning and Environment (DPE) *"Development Assessment Best Practice Guide"* (the Guide) which was produced in 2017.

Council's Development Assessment staff endorse the aim to improve the reportable DA processing times, and have provided input to this report on the items that can be implemented to achieve that aim.

The following information and discussion is in relation to the contents of the Guide and possible resourcing issues to address the suggestions contained in it. Council staff have suggested that a workshop can be held with Councillors to enable Councillors to become familiarised with the processes and legal requirements for assessment of DA's, and to enable queries to be answered.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council

- A. Not accept DA's that are incomplete or unclear
  - B. Reject DA's that do not contain the information required by Part 1 of Schedule 1 of the EP&A Regulation (in accordance with Clause 51 of the EP&A Regulation).
  - C. Limit notification commensurate with impacts.
  - D. Amend notification requirements in Council Development Control Plans to reduce the number
-

of DA's being notified

- E. Determine DA's based on the information held at the time where an applicant has been requested to provide additional information (under Clause 54 of the EP&A Regulation) but has failed to respond within 14 days.
- F. Not provide applicants with more than one opportunity for provision of additional information.
- G. Reassess resourcing in areas of Building Surveying, and Engineering referrals for DA's
- H. Determine whether to apply items E and F to developments other than 'housing' (or development ancillary to 'housing').

## BACKGROUND

### The Guide

The Guide was produced by DPE, with input from Camden, Campbelltown, Central Coast, Canterbury-Bankstown, Blacktown, Liverpool and Parramatta councils. The guide is stated to be "*a collection of best practice assessment processes as identified by leading local government practitioners.*" (Guide, page 5). The Guide can be accessed here:

<http://www.planning.nsw.gov.au/~media/Files/DPE/Other/development-assessment-best-practice-guide-2017-03.ashx>

The Guide was produced in response to the NSW Premier's '*priority for faster housing approvals, with a target of 90 per cent of housing approvals to be determined within 40 days.*'

The Guide is specifically aimed at achieving faster housing approvals. The DPE website refers to 'Housing' as being single dwellings, dual occupancies, and granny flats, but does not include residential flats, townhouses, multi-unit dwellings, shop-top housing, serviced apartments etc. References in the guide are silent on many aspects that require consideration in a rural/regional context, particularly applications for houses on land not serviced by reticulated water and/or sewer, land subject to bushfire risk, land with access issues, land with other environmental constraints etc.

The guide promotes that "*the principles, procedures and practices adopted in this document should be used to guide the assessment and determination of all local and regional DA's to ensure that efficiency gains are achieved for all types of applications.*" (Guide, page 6). However, there are aspects of the guide that are not considered suitable to apply in a regional/rural context. Council has already recognised this, in adopting a policy at the February Council meeting which included an amendment to one of the Guide recommendations (i.e. the number of objections required to trigger a referral of a DA to Council for determination).

The Guide makes no specific reference to applications for non-residential uses (commercial, industrial, agricultural etc) or subdivisions.

Although none of the Councils involved in the reference group that provided input to the formation of the guide were regional or rural Councils, there are some aspects of the guide that are considered worthwhile for consideration in amending processes and practices which may result in improved reportable DA statistics.

Some of the recommended items in the Guide can be achieved with adequate resourcing. For example, it is fundamental to have a business operating system set up to streamline application processing. The current situation within SMRC remains that we are operating on 3 separate

systems, and until such time as the corporate system upgrade is completed, it is unlikely to see meaningful efficiency gains from that aspect.

It should be carefully noted, however, that there are also some aspects in the guide that rural/regional Councils may find alien to their usual approach in assisting their constituents.

The guide promotes, for example, a far more stringent approach to providing only one opportunity for the provision of additional information prior to making a determination.

It also specifically references that practices from many Councils in the past to provide a high degree of assistance to 'mum and dad' applicants (not uncommon in a rural or regional Council context) is '*counter intuitive to a timely determination*' (Guide, page 10). This is covered in more detail later.

Additionally, some of the time limits suggested by the Guide may be unrealistic in rural/regional areas. For example, postal delivery to addresses within the SMRC area can take up to 4 business days, with some examples (stated by residents) of up to 9 days in some rural roadside delivery areas. This means that a written request for provision of information, which the guide suggests should have a timeframe of 14 calendar days, may effectively only provide an applicant with around a week to respond (Cl. 54 of the EP&A Regulation requires such requests to be in writing).

The guide advocates for the application to be determined, or the applicant encouraged to withdraw the application, pending the provision of the requested information in accordance with the 14 day timeline.

Staff suggest that a period of 21 days be considered, to account for mail delivery issues, and if information has not been provided in that time, a further request is issued providing a further short period (e.g. 7 days), after which the DA will be determined based on the information at hand.

Given that the Guide is targeted at approvals for housing, it should be considered whether such timeframes and procedures should only be applied in relation to DA's for dwellings, or for all types of applications.

For reference, the reportable Development Application processing statistics published by NSW Planning and Environment (Local Development Performance Monitoring) for the past 3 years (2013/14; 2014/15; 2015/16) for the Guide reference group Councils and SMRC's former constituent Councils is attached (Table 1).

These figures show that the results for several of the reference group Councils were above the NSW State average (mean gross, median gross, mean net, median net) for various returns. It will be of some interest to see whether the next series of reported statistics (2016/17) for those Councils are positively influenced by the adoption of principles contained in the Guide.

The figures also indicate that the apparent perception that Council's DA performance is very poor may not be as accurate as thought, albeit there is always room for improvement.

The Local Development Performance Monitoring report (2015-16) also makes the following observations (emphasis added):

*"The Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) currently allows councils to set a time limit for applicants to provide further information on their DA. In practice, it is understood that **some DAs are put on hold indefinitely pending information from the applicant**, leading to some inefficient practices. Anecdotal information suggests that **some STC events occur***

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***where applications are lodged with inadequate information, lie dormant for a lengthy period and are eventually 'closed off' by the council with a formal rejection or are withdrawn by the applicant. These incidences could make a major contribution to increasing determination times.*** and

***"Councils have also indicated that as their aim is to provide a service to DA applicants, that they will guide an applicant through the DA process and request additional information as required rather than refuse or reject DAs. This adversely impacts on councils' average determination times as it increases the time taken to determine applications."***

Those observations appear to be foundations for some of the inclusions in the Guide. Parts of the Guide are quite critical about the level of assistance provided to applicants/owners in steering them through the DA process:

***"It is the practice of some councils to provide a high level of ongoing support throughout the assessment process for certain applicants, including 'Mum and Dad' applicants. While the rationale behind this business practice is acknowledged, it is counter intuitive to a timely determination.***

***Such practices include:***

- ***Consistently accepting incomplete and inadequate applications.***
- ***Ongoing discussions around design and compliance related issues that should have been resolved or agreed to at the pre-lodgement stage.***
- ***Issuing multiple Stop the Clock and Further Information requests.***
- ***Allowing lodgement of multiple revisions of architectural plans.***

***Councils should make every effort to provide a high level of support to applicants throughout the pre-lodgement stage. This includes ensuring adequate staff are available to walk applicants through DA requirements, documents and processes, to the extent required to ensure an assessment ready DA is submitted. This will allow assessment officers to focus their efforts on a speedy merit assessment. Focusing financial and resource investment on pre-lodgement support will result in the submission of quality DAs and improved assessment timeframes."*** (Guide, Page 10).

It is suggested that staff in Rural/regional Councils are more likely to exercise degrees of leniency in relation to accepting "incomplete or inadequate" applications, and particularly for 'Mum and Dad' applicants. It is considered that each of the former Councils had an approach of providing additional assistance (and leniency) to 'Mum and Dad' applicants as part of their relationship with their constituents.

An example of a plan presented by a 'Mum and Dad' applicant is attached. While this might be seen as an extreme example, it does illustrate that some applicants require far more assistance than others in getting correct information to a standard suitable for submission.

Adopting a more 'ruthless' approach to dealing with incomplete or inadequate applications in order to alleviate processing delays may result in better statistics, but this should be weighed up against the possible perception that Council is not customer-focussed. Council will need to consider its priority in this regard.

The Guide is very clear on avoiding undue delays by not accepting incomplete, inaccurate, or unclear applications, and additionally, only providing once-off opportunities for the submission of

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any required additional information. It also promotes that a relatively short (14 day) period be provided for submission of additional information, after which the application should be determined based on the information at hand at the time.

The following extract from the NSW Department of Planning and Environment (Local Development Performance Monitoring: 2011-12 | March 2013 – Page 84) further references the issues created by the acceptance of poor quality or incomplete applications:

*“DAs can be rejected if the applicant submits illegible, unclear or incomplete information. A very low proportion of DAs were reported as being rejected (1%), but this figure is likely to be underreported as it does not reflect the number of DAs rejected before being recorded as having been received. Anecdotal information from councils is that the incomplete applications are a significant issue, not reflected by the low percentage of recorded rejections. In addition, to assist applicants, councils often accept incomplete DAs and request the missing information or documentation be submitted, resulting in longer determination times. The department will be reinforcing the importance of councils recording rejected applications, especially to assist in future monitoring on the adequacy of applications.”*

The guide also provides some clear guidance on not allowing continued delays prior to making a determination:

- *Where DAs are deemed deficient following lodgement, the applicant should be encouraged to withdraw the application, it should be rejected or it should be determined on the information before council.*
- *If Stop the Clock correspondence is issued to the applicant, a response is required within 14 days. If the applicant is not able to provide information within 14 days, the council should consider whether the information is critical to the assessment, and if so either encourage the application to be withdrawn or determine the application on the information before it at the time. The Stop the Clock provisions should only be used once and not be as a means to manage caseload.(Page 24)*
- *Council should give no more than 14 days to an applicant to respond to Stop the Clock correspondence.(Page 24)*

To highlight the above observations, the DPE’s Local Development Performance Monitoring report (2015-16) showed that applications were put on ‘Stop the Clock’ (STC)(i.e. where formal requests for additional information were made) as follows:

Former Bombala Council – 8 of 13 applications (62%), average time on STC for each of those applications was 61 days. Those applications placed on STC added 37.5 days to the Gross Mean result.

Former CMSC – 31 of 96 applications (32%), average time on STC for each of those applications was 29 days. Those applications placed on STC added 9.4 days to the Gross Mean result.

Former SRSC – 73 of 173 applications (42%), average time on STC for each of those applications was 80 days. Those applications placed on STC added 33.75 days to the Gross Mean result.

This is illustrated in Table 2

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### Staffing levels

Under the adopted Council staffing structure, there are currently 3 vacant positions within the development assessment area (Duty Planner, Town Planner, and Cadet Planner). Filling these positions will assist in workload allocation and should see an improvement in the turnaround times. Recruitment of the planning positions is expected to commence shortly, following mandatory consultation with unions and staff regarding changes to the staffing structure (required under the NSW Local Government (State) Award).

In addition to assessment of DA's, it is perhaps not understood that in addition to DA assessment, staff in the planning area are also involved in: pre-lodgement consultations with applicants; answering written, phone, and email inquiries; providing property advice including written property development advice (which can involve several hours of research); assisting customers with viewing file contents (e.g. prior to property purchase); GIPA applications; and development compliance issues (e.g. complaints about non-compliances including illegal or questionable building/developments; developments not in accordance with development consents) and historic issues; assessment of applications to modify consents and reviews of determinations; and various other activities.

The adopted structure has one (1) Building Surveying position in each of the Jindabyne, Cooma and Bombala offices, with a manager of Building Certification (currently to be filled) which is likely to be primarily located in Jindabyne/Cooma. There is also a Health & Building Cadet role yet to be filled.

The importance of Building Surveying should not be overlooked (or understated) in the Development Assessment arena. Developments involving any building works require assessment from a Building Surveyor in accordance with limitations imposed through their Building Professionals Board accreditation level.

One regional NSW Council has recently been the subject of intense scrutiny by the NSW Building Professionals Board due to staff issuing building certification outside the limits of their BPB accreditation levels.

It is the Building Surveyor that issues the Construction Certificate for building works, which can only be done once the relevant conditions of Development Consent have been met. DA approval can be issued, with a condition requiring (for example) structural details to be provided for consideration prior to the issuing of a CC.

Assessment of the structural, fire safety, and access aspects of developments involving building works also requires consideration at DA stage, and again at Construction Certificate stage. Council building surveyors also certify and inspect plumbing and drainage works, including projects where a private certifier has been engaged to oversee the general construction requirements.

In Building Surveying terms, since the adoption of the revised structure the number of FTE's has reduced due to staff movement and staff taking up positions with more managerial focus.

It is likely that to continue to provide timely input into DA referrals, and adequate post-DA determination functions (issuing CC's, S68 and day to day inspection services) and CDC applications, that additional resourcing will be required in this area, and particularly at the A1 accreditation level.

This may need to be revisited after review of the impacts of any changes to improve DA turnaround times. It should also be noted that delays at the Construction Certificate stage are just

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as critical as delays at the DA stage. Again the advice of metropolitan Councils, where the uptake of services of Private Certification is far greater than in rural areas, probably fails to capture that area.

Additionally, only a Building Surveyor with the appropriate accreditation from BPB can issue a Complying Development Certificate (CDC) for the erection of a dwelling. That is, although a DA can be referred to Council for determination, only an accredited certifier can issue a CDC.

Recent changes to the EP& A Act in relation to handling complaints about works relating to CDC's may also place additional burdens on Council staff, who will soon have an investigative/enforcement role, including the power to issue 'stop work' notices for these types of projects.

Building Surveyors also have the primary technical role in providing advice, recommendations, and where necessary, enforcement actions for Fire Safety Programs, as well as undertaking the mandatory swimming pool barrier compliance program.

It is also considered critical to ensure there are staff with adequate levels of accreditation from the NSW Building Professionals Board, particularly in relation to non-residential building works (Class 2-9 buildings).

Delays can also be experienced in obtaining referral advice from other disciplines, particularly in the Engineering area, where provision of engineering input into DA assessment is critical, e.g. for Water, Sewer, Stormwater, Roads, Footpaths etc, and this is an area where under-resourcing has led to delays.

Currently there is one (1) FTE, with additional resourcing through engagement of casual assistance, for provision of engineering referrals for DA's. There are aspects such as the applicable Local Government Act and Roads Act approvals that may be required for a development (e.g. Section 138 approvals for works on road reserves) which are required to be finalised by the Engineering section. These can also be required as a pre-requisite to issuing a CDC.

Recruitment of additional full-time resources in the Engineering area is expected shortly. Once that additional role has been filled, backlogs of referrals, S138 and CC applications (for other than building works) should be alleviated.

#### Pre-lodgement focus

Better quality applications make it easier to provide faster DA determinations.

The Minister's forward to the Guide states: *"The guide will help councils focus on delivering a high level of service to their customers prior to lodgement, so they receive an assessment ready DA."*

There is already a range of on-line resources available to assist applicants with the DA process. These have been in place for several years, and are updated as required. Hard copies of these resources (checklists for various different types of development etc) are available at Council's offices. Some applicants, however, show little regard for these resources.

Councils have promoted the importance of pre-lodgement meetings with proponents for many years. Although some Councils charge fees for that purpose, this has remained a fee-free service however, the uptake of the pre-lodgement meetings has been inconsistent. Despite the availability of free pre-lodgement meetings and reference material many applications are lodged being devoid of required information.

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Note that while the Guide suggests having a multi-disciplined team of staff available for pre-lodgement meetings, this is not easy to manage or achieve with small staff numbers and multiple office locations. Compounding this issue is the availability of staff from Engineering to attend in pre-lodgement meetings, given the resourcing constraints in this area.

#### Staff availability

Different arrangements were in place in the previous Councils regarding staff availability for public contact throughout the day.

The Jindabyne office had availability of staff between 8:30 and 10:30 daily, without appointment. Meetings with staff are arranged at other times by appointment.

The Cooma office has general availability between 8:30 and 10:30 daily, and at other times but appointments were recommended.

The Bombala office had only 2 staff in this area so availability was determined by daily workflows. The Bombala office now only has one (1) staff member involved in a DA/Building Certification role.

Public availability is important, however, it is also important for staff to have the ability to be removed from public access to complete assessment reports without undue interruption. Site inspections and mandatory critical stage inspections of construction work also have to be worked into the periods outside the public availability times.

It is recommended that this area be revisited when all staff positions have been filled, such that spread of workloads can be assessed and options examined regarding availability hours.

#### Delegations

The Guide clearly references that most DA's should be able to be determined by staff under Delegated Authority, as shown in the following extracts:

*Development assessment delegations should be maximised and standardised to ensure a consistent and efficient decision making process. (Page 26); and*

*While noting that delegations at council level often reflect varying planning issues facing different Local Government Areas, councils should make every effort to maximise and standardise development assessment delegations to ensure a consistent and efficient decision making process. Delegations should:*

- *Facilitate decisions which reflect the nature of the DA.*
- *Acknowledge the judgement of their professional staff, particularly in planning and environmental management.*
- *Seek the continued merit assessment at the appropriate level to minimise politicisation of the decision making process. (Page 11)*

A draft policy 'Referral of Development Applications to Council' and draft procedure 'Council decision contrary to staff recommendation' were presented to Council's meeting on 15 February 2018 for consideration. The draft Policy was adopted with a minor amendment, and provides clarity and guidance regarding referral of DA's to Council for determination.

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Although not specified as an actual target figure, NSW Planning & Environment also lists the number of NSW Councils achieving more than 98% of DA determinations by staff under delegation (56 in 2015/16; 50 in 2014/15; and 52 in 2013/14).

SMRC's former constituent Councils achieved the following levels of determination via delegated staff in 2015/16: Bombala – 100%; CMSC – 98.7%; SRSC – 96.2% (NSW Average 97%). In 2014/15: Bombala – 97.5%; CMSC – 96.6%; SRSC – 97.75% (NSW Average 96.7%). In 2013/14: Bombala – 100%; CMSC – 95.5%; SRSC – 95%. (NSW average 96.6%).

NSW Planning & Environment (Local Development Performance Monitoring: 2015-16) showed that on average, about 3% of all DA's in NSW were determined by Councillors for that reporting period (3.3% for 2014-15; and 3.4% for 2013-14).

(Note there are other determining authorities including Joint regional Planning Panels (JRPP's) and Independent Hearing and Assessment Panels (IHAP's)), however their determinations made up less than 1% of the total at that time.)

The majority of DA determinations in NSW are made by staff under delegated authority. The practices of the former Councils appears to be consistent with that aim. It is considered appropriate to continue to aim to have at least 97% of DA's determined under delegation.

It is considered that existing processes are adequate in that regard.

#### DA Statistics

Data in Table 3 has been extracted from DPE's Local Development Performance Monitoring reports from 2013/14, 2014/15, and 2015/16. Data from the results for the 3 former Councils has been combined to calculate a result to indicate where the results would stand if considered as the "new Council".

The results show that although individual results for the previous Councils were varied, if considered as a 'combined entity' **the Gross Mean DA times for both 2014/15 and 2015/16 were below the NSW state average.** Also, the **Mean Net times for each individual Council, and for the combined SMRC result, were below the state result for 2014/15 and 2015/16** (no State result was published for 2013/14).

It is again stressed that while the Guide is focussed on housing approvals only, some of the recommendations in the Guide can be applied to DA's in general, and should see an improvement in the overall result.

The initial analysis provided for the 2016/17 year (not yet released and stressed as initial analysis only) shows that SMRC issued 305 DA determinations with 195 of those being put on STC, with the average STC time for each application being 47 days. The estimated mean gross determination time is indicated as 79 days, compared to the NSW average for the previous financial year of 75 days, and the calculated 'combined' result for SMRC of 74 days. (NOTE these are subject to final analysis and publication from DPE). The effect of the applications placed on STC is an additional 30 days added to each application in the Gross Mean Result.

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### Common issues

Issues in regard to DA processing times were flagged with Councillors at the Councillor induction session held on Saturday 23 September 2017. Points raised at that time (taken from slides presented on the day) included (emphasis added):

- *Aligning DA assessment and CDC/CC processes, including inspection processes and recording*
- **Links to better Strategic Planning**
- **Meeting targets for DA turnaround**
- **DA processing times including impact of lack of resourcing from other operational areas – reportable stats – combining data from 3 systems**
- **Better quality applications assists with streamlined approval processes**
- **System is not easy for “mum & dad” developers, and is getting more complicated. There is a limit as to the type of assistance staff can legally provide to applicants**
- *Land and Environment Court appeals – any determination is open to appeal.*
- *Maintaining level of approvals under delegation at >90%*
- *Generally low numbers of applications in former BC area, former CMSC relatively stable, former SRSC seeing higher DA numbers in last few years, **with increasing complexity of many applications** (e.g. Lake foreshore)*

### Misconceptions

There are no mandatory timeframes set in legislation for determination of DA's or CC's. This is a point that is commonly misunderstood. There is a mandatory timeframe of 10 days for determination of a CDC.

The EP&A Act provides for 'deemed refusal' after either 40, 60 or 90 calendar days (depending on the category of application) (ref. S82(1) EP&A Act and Cl. 113 EP&A Regulation). This refers to the time period after which an applicant can commence proceedings in the Land and Environment Court on the basis of 'deemed refusal'.

The 'Stop the Clock' provisions only apply in relation to the 'deemed refusal' periods. The STC time is not subtracted from the 'Gross Mean' or 'Gross Median' statistical results. These results include ALL calendar days, including weekends and public holidays, and as such are not always an accurate reflection of performance.

While it is recognised and acknowledged that Councillors may be lobbied by applicants who are dissatisfied with the length of time a particular DA may have taken, it is often not commented upon that the majority of applications are processed within reasonable timeframes.

It is also not often acknowledged where an application has taken longer than usual due to concessions afforded to applicants by staff (e.g. extra time provided to enable provision of

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additional information), even though those concessions (albeit resulting in longer DA processing times) have provided a monetary saving to the applicant by not having to re-apply.

There are several current examples where staff have met with applicants on-site to resolve certain issues, but the undertakings from the applicant to respond with further information or an alternative design solution have not been met. The result is that the application remains unresolved, but is adding time to the eventual “Gross Mean” measure.

Regardless of those issues, improved processing times should be achievable by adopting at least some of the suggestions from the Guide.

#### Items for Council consideration

Procedural Principles - to achieve potentially faster statistical results, Council can consider the following as its procedural requirements:

- Not accept DA's that are incomplete or unclear.

Comment – this can be applied immediately. Council needs to consider that adopting a more stringent approach might be viewed as being ‘unhelpful’, however, avoiding the acceptance of applications where it is known they will be required to go on Stop the Clock will remove unnecessary periods where the applications are sitting dormant.

- Reject DA's that do not contain the information required by Part 1 of Schedule 1 of the EP&A Regulation (in accordance with Clause 51 of the EP&A Regulation).

Comment – a higher emphasis can be applied to the rejection of incomplete or poor quality applications immediately. However, this does introduce additional administrative tasks, and also provides an opportunity for an applicant to request a review of the decision to reject the application (Section 82B of the EP&A Act). This could involve referral of the application to Council for determination, introducing additional time delays due to the report and meeting process. (Note this would only be required where a review of the initial decision cannot be made by a staff member more senior to the person who made the initial decision.)

- Limit notification commensurate with impacts. The Guide states that some applications (those that comply with development standards and development controls, have limited environmental or planning constraints, are generally minor in nature and unlikely to cause impacts on neighbouring properties) should not be notified.

Comment - This would require a change to the Notification sections of the current Development Control Plans, which is a relatively straight-forward process.

However, if it was to do so, Council would need to be aware that it will be changing a procedural aspect that has been in place for several years in each of the former Council areas for applications (other than minor development), such that it has become an expected norm, particularly for the owners of properties immediately adjoining a development site.

The current minimum notification requirements are for the majority of applications to be notified for at least 14 days, with increased notification periods for some types of development. Additional

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time is added where the notification period contains multiple public holidays (e.g. Christmas and Easter). The guide promotes a maximum of 14 days for notification, and makes no concession for periods containing public holidays.

While DA notification does provide an opportunity for neighbouring property owners to comment or raise points of concern, it is ultimately up to the assessing officer to form a view as to the merit (or otherwise) of the submissions made. The assessing officer must consider the impacts of development regardless of whether submissions are made or not.

The non-notification of applications that meet adopted development standards and controls is basically the same as the Complying Development process, where adjoining properties are only notified after an approval has been issued, with no availability to make comment regarding the application.

The Guide promotes that *Councils should adopt notification and exhibition procedures that are proposal and impact specific and consistent with current government policy.*

- Amend notification requirements in Council Development Control Plans to reduce the number of DA's being notified

Comment: this will require a report to be prepared for Council to enable the type of development suggested as unnecessary to notify to be considered. Following Council's determination, those suggested DCP changes will be put on public exhibition and following consideration of any submissions made, put back to Council for formal adoption and change to the adopted DCP's.

- Determine DA's based on the information held at the time where an applicant has been requested to provide additional information (Clause 54 of the EP&A Regulation) but has failed to respond within 14 days.

Comment: this can be implemented immediately, however, given the known time constraints with postal delivery (local delivery can take up to 4 working days), Council might consider extending that period, and it is suggested that a period of 21 days be provided. It should be noted that implementing this principle may result in objections or complaints from applicants, as they would need to re-apply and pay additional application fees if a refusal is issued due to the non-provision of information following the suggested 14 day (or 21 day) period. This will also invoke the right for an applicant to request a 'review of a determination' (Section 82A of the Act). (NOTE this does not currently apply to applications for Designated, Integrated, or Crown Development).

- Not provide more than one opportunity for provision of additional information.

Comment: this can be applied immediately however, the reaction from applicants may be adverse (as above).

- Assess resourcing in areas of Building Surveying, and Engineering referrals for DA's

Comment: as highlighted above, Resourcing for engineering referrals in the DA process is limited, and can create backlogs due to workloads. The recruitment of additional staff in this area is imminent. The resourcing of Building Surveying, including at A1 Accreditation Level, should be re-examined when all the current vacant planning roles have been recruited.

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- Ensure delegations are adequate to enable the majority of applications to be determined under delegated authority by appropriately qualified staff

Comment: The delegations report presented to the Council meeting in February provided an adequate level of delegation to assessment staff to determine most applications. Additional delegation may be required, however, to enable the Director or General Manager to make minor amendments to adopted policies (e.g. DCP building line setbacks) where there is minimal impact. This will potentially save such applications from being referred to a Council meeting for determination for relatively straightforward items, potentially saving up to 30 days in processing times. The limits of such delegation would need to be discussed and agreed with Council.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

There are no direct social impacts related to this items

### **2. Environmental**

Ensuring adequate processes are in place to properly assess Development Applications is a fundamental requirement. Poor development decisions can have adverse environmental impacts and unintended consequences. While a lot of focus is placed on the time taken to produce determinations, the quality of the decisions being made is also a vital factor.

### **3. Economic**

Staffing levels are contained within the existing Council workforce structure, however, some individual work areas may need to be reviewed depending on workload and accreditation requirements.

### **4. Civic Leadership**

On 18 December 2017 the mayor requested (in relation to assessment and determination of Development Applications) *"...a report to Council in February or March regarding what Council needs to put in place or resources it will require to ensure we can meet the best practice guideline and can improve our response times."*

The report is in response to that request and addresses various relevant aspects from the Guide and seeks Council's consideration of the suggestions made.

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Table 1

	No of Da's	Mean gross	Median Gross	Mean Net	Median Net	Single New Dwellings (SND)	Mean Gross SND
2013-14							
Bankstown	1121	62	36	51	30	125	53
Blacktown	2013	84	49	67	40	862	49
Campbelltown	663	89	58	43	30	164	59
Camden	1053	53	36	36	28	605	39
Canterbury	501	96	66	57	45	32	101
Gosford	1216	64	54	53	45	163	79
Liverpool	1173	104	79	71	60	681	82
Parramatta	721	105	82	74	56	80	97
Wyong	1561	41	27	29	22	259	40
Bombala	14	32	23	27	22	4	58
CMSC	124	97	44	76	35	48	62
SRSC	133	70	47	41	25	28	55
<b>State Ave</b>		<b>70</b>	<b>NS</b>	<b>NS</b>	<b>NS</b>		<b>NS</b>
2014-15							
Bankstown	1382	64	36	53	31	547	67
Blacktown	2206	84	52	70	43	191	52
Campbelltown	713	104	62	43	28	282	85
Camden	1136	60	41	40	31	603	51
Canterbury	542	106	74	66	52	48	79
Gosford	1234	76	63	63	53	193	62
Liverpool	1119	134	98	87	69	569	88
Parramatta	766	116	88	83	61	67	82
Wyong	1411	44	31	29	24	297	45
Bombala	25	26	21	20	20	3	16
CMSC	133	54	42	35	30	38	50
SRSC	129	88	42	43	21	29	144
<b>State Ave</b>		<b>71</b>	<b>46</b>	<b>48</b>	<b>32</b>		<b>60</b>
2015-16							
Bankstown	1364	67	35	54	32	153	61
Blacktown	2395	72	41	68	39	1313	42
Campbelltown	1432	67	49	42	37	857	53
Camden	729	108	62	49	36	280	72
Canterbury	494	116	85	79	52	52	86
Gosford	1402	102	81	83	65	209	114
Liverpool	1147	110	73	65	47	504	51
Parramatta	845	123	97	91	77	74	92
Wyong	1399	52	35	32	28	427	35
Bombala	13	67	35	28	14	4	54
CMSC	96	63	49	49	36	29	58
SRSC	173	81	49	44	38	37	72
<b>State Ave</b>		<b>75</b>	<b>49</b>	<b>52</b>	<b>35</b>		<b>60</b>

#### Notes to Table 1

Data is from NSW Planning and Environment Local Performance Monitoring reports.

**NS** – not stated

**Results highlighted green** – where the SMRC Council result was better or equal to the State Average

**Results highlighted yellow** – where the Council result was worse than the State Average

**Mean:** the 'average'.

**Median:** the 'middle ranked figure' in a list of data (the 50<sup>th</sup> percentile) – 50% of results in the data set are lower than the median, and 50% of results are higher.

**Mean Gross:** the average number of calendar days per DA (includes weekends and public holidays)

**Median Gross:** the 50<sup>th</sup> percentile of a series of results (includes weekends and public holidays)

**Mean Net:** the average number of calendar days (excluding days where an application is on 'stop the clock' but includes weekends and public holidays)

**Median Net:** the 50<sup>th</sup> percentile of a series of results (excludes days where an application is on 'stop the clock' but includes weekends and public holidays).

NOTE: The Department does not publish statistics for the actual number of *working* days.

NOTE: Where the 'mean' ('average') is significantly higher than the 'median', particularly with a relatively low number of returns, it can indicate that the 'mean' has been skewed by a relatively low number of individual high scores.

Table 2

2014/15	No of DA's with STC	Ave STC days	Effect on overall result
BC	2	8	+0.6 days
CMSC	133	12	+11.9 days
SRSC	53	100	+41 days
2015/16			
BC	8	61	+37.5 days
CMSC	31	29	+9.4 days
SRSC	73	80	+33.75 days

Table 2 shows the number of individual applications which were placed on 'stop the clock' (2014/15 and 2015/16). The column 'effect on overall result' shows the additional days (in Gross Mean days) that the STC process added to the overall result for the year.

Clearly, reducing the amount of Gross Mean days lost due to the STC process would have a marked effect on the overall statistical result.

Data is from NSW Planning and Environment Local Performance Monitoring reports.

Table 3

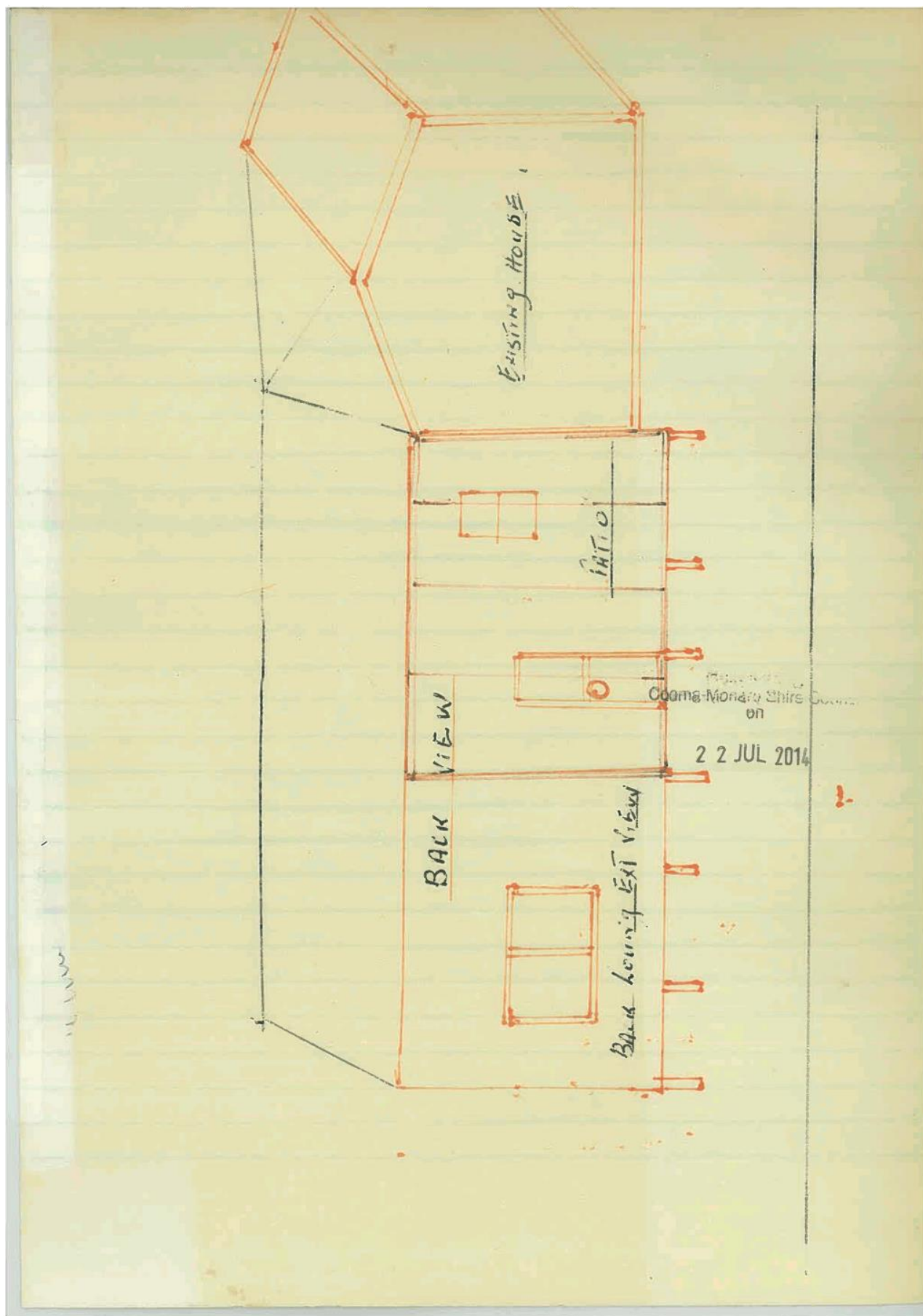
13/14	DA's	Gross mean	Total Gross days	Mean Net	Total Net Days
BC	14	32	448	27	378
CMSC	124	97	12028	76	9424
SRSC	133	70	9310	41	5433
Total (SMRC)(calculated)	271	80	21786	56	15255
<b>State Ave</b>		<b>70</b>		<b>NS</b>	
14/15					
BC	25	26	650	20	500
CMSC	133	54	7182	35	4655
SRSC	129	88	11352	43	5547
Total (SMRC)(calculated)	287	67	19184	37	10702
<b>State Ave</b>		<b>71</b>		<b>48</b>	
15/16					
BC	13	67	871	28	364
CMSC	96	63	6048	49	4704
SRSC	173	81	14013	44	7612
Total (SMRC)(calculated)	282	74	20932	45	12680
<b>State Ave</b>		<b>75</b>		<b>52</b>	

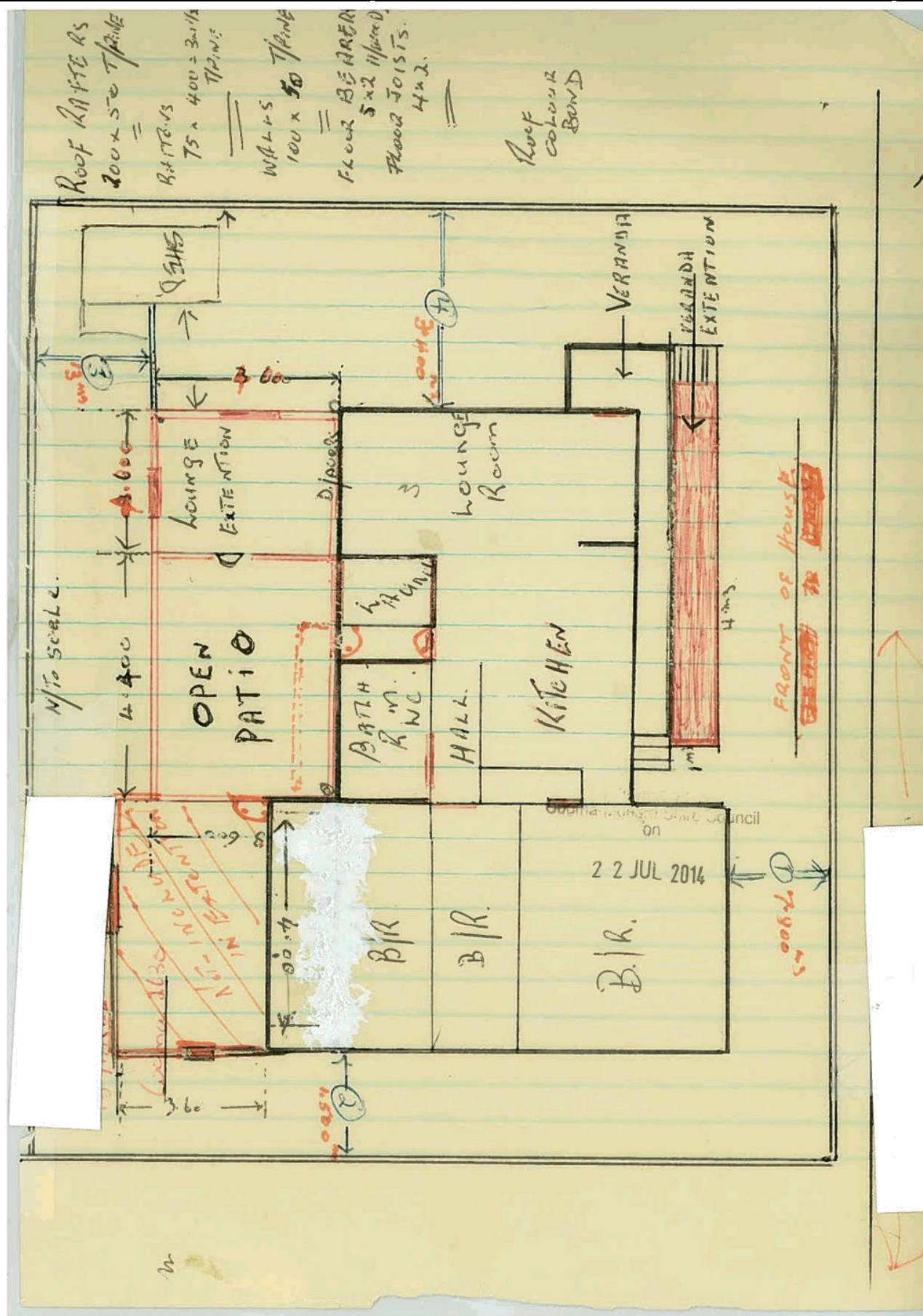
Table 3 Shows the results for the SMRC constituent Councils and the calculated result if the 3 former Councils were considered as one entity. Figures in Green indicate where the result is below the State figure, Figures in Yellow indicate where the result is above the State figure

NOTE: Tables do not include applications for Modification (S.96), applications for Complying Development (CDC's), or applications for Construction Certificates (CC's).

Data is from NSW Planning and Environment Local Performance Monitoring reports.







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**15.2 DA0014/2016 21 LOT RESIDENTIAL SUBDIVISION RUSHES BAY AVENUE EAST JINDABYNE**

Record No:

Responsible Officer:	Manager of Building & Compliance
Key Direction:	6. Managing Development and Service Delivery to Retain the Things We Value
Delivery Plan Strategy:	DP6.2.1.1 Ensure that Council's land use planning and development policies enhance liveability.
Operational Plan Action:	OP6.11 Ensure development assessment is undertaken in accordance with adopted Local Environmental Plans, Development Control Plans, Council Policy and State and Federal legislation.
Attachments:	<ol style="list-style-type: none"><li>1. DA0014/2016 Correspondence regarding deferral of application and extension of time for further information to be provided <a href="#">↓</a></li><li>2. DA0014/2016 Further request for deferral of application and provision of further information <a href="#">↓</a></li><li>3. DA0014/2016 Submission DPI Fisheries <a href="#">↓</a></li><li>4. DA0014/2016 Subdivision Plans <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>5. DA0014/2016 Statement of Environmental Effects <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>6. DA0014.2016 Visual Impact Statement <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>7. DA0014/2016 Traffic Documents and Information Requests <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>8. DA0014/2016 Flora and Fauna Assessment Trevor Hawkeswood (Part 1) <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>9. DA0014/2016 Flora and Fauna Assessment Trevor Hawkeswood (Part 2) <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>10. DA0014/2016 Flora and Fauna Assessment Abel Ecology pages 1- 48 <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>11. DA0014/2016 Flora and Fauna Assessment Abel Ecology pages 49-96 <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>12. DA0014/2016 Flora and Fauna Assessment Abel Ecology pages 97-144 <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>13. DA0014/2016 Flora and Fauna Assessment Abel Ecology pages 145-183 <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>14. DA0014/2016 Flora and Fauna Assessment Abel Ecology pages 184-219 <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>15. DA0014/2016 Correspondence from OEH and Council to Applicant regarding Flora and Fauna <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>16. DA0014.2016 Response from Abel Ecology to OEH <i>(Under Separate Cover)</i> <a href="#">⇒</a></li><li>17. DA0014/2016 Confirmation of date of Second Abel Ecology Report being sent to OEH <a href="#">↓</a></li><li>18. DA0014/2016 OEH Cultural Heritage Response <i>(Under Separate Cover)</i> <a href="#">⇒</a></li></ol>

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19. DA0014/2016 Correspondence from JERCs regarding the cultural heritage significance of the site [↓](#)
20. DA0014/2016 Objections (*Under Separate Cover*) [⇒](#)
21. DA0014/2016 Applicants Response to Objections (*Under Separate Cover*) [⇒](#)
22. DA0014/2016 Submission to Dec 2017 Council meeting from Jindabyne East Residents Committee (*Under Separate Cover*) [⇒](#)
23. DA0014/2016 Request from Applicant for Deferred Commencement (*Under Separate Cover*) [⇒](#)
24. DA0014.2016 Application Form (*Under Separate Cover*) [⇒](#)
25. DA0014/2016 Authority for Last and Maxwell Solicitors to act for Applicant (*Under Separate Cover*) [⇒](#)

Further Operational Plan Actions:

Applicant Number:	Da0014/2016
Applicant:	Bottomline Group Pty Ltd
Persons acting for the applicant	Last and Maxwell Solicitors Vision Town Planning Consultants Bob Griffiths Surveyor
Owner:	Bottomline Group Pty Ltd
DA Registered:	6/08/2015
Property Description:	Lot 17 DP 236151 Ph Jinderboine , 1A Jerrara Drive EAST JINDABYNE NSW 2627
Property Number:	101319
Area:	13.86 hectares
Zone:	E3 – Environmental Management
Current Use:	Dwelling house
Proposed Use:	21 lot subdivision for residential purposes
Permitted in Zone:	No – however land is subject to an Additional Permitted Use under the provisions of Schedule 1 of the Snowy River Local Environmental Plan 2013
Recommendation:	That the application be <b>refused</b> for the following reasons: <ol style="list-style-type: none"> <li>1. The subdivision lay out as presented in the application does not adequately mitigate, avoid or offset its negative impacts on the threatened species habitat and <i>the endangered ecological community of Snow gum woodland</i> located on site.</li> <li>2. The development has an unreasonable visual impact when viewed from nearby residences.</li> <li>3. The application has not adequately addressed how it will minimise the risk to residents from Bushfire.</li> </ol>

	4. The site proposed within lot 17 to situate the 20 residential allotments is not suitable for this residential density.
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## EXECUTIVE SUMMARY

**Explanatory Note** - This report is a resubmission of a report presented to the February 2018 Council meeting recommending refusal of DA0014/2016. Council received a request on 14 February from Vision Town Planning Consultants requesting that the determination of the application be delayed from the meeting on 15 February until the March meeting in order to provide additional information. The Council resolved to defer determination the application and allow the applicant 14 days to provide this information (being 14 days from the date of the Council meeting). The applicant and Vision Planning Consultants were both advised of the outcome of the meeting verbally on Friday 16 February and then formally in writing on Monday 19 February that they had until close of business on Friday 2 March 2018 to provide the information. Vision Town Planning Consultants acknowledged receipt of Councils correspondence (19/2/2018) and advised that they would "be in contact very shortly to discuss the submission of additional information". No additional contact was received until correspondence was received on 1 March 2018 (dated 1/3/2018) which requested a further extension in time to provide this additional information.

A response was provided on 1 March to Vision Town Planning Consultants that officers were not able to provide such an extension of time and that the application would be presented again to Council in March with no changes as no further information had been provided.

On 2 March 2018 Council received a further request from Vision Town Planning to extend the time period for the presentation of information giving reasons for why this was necessary including that Council officers did not present OEH with the final response from Abel Ecology. Council provided the report from Abel Ecology (dated 26/9/17) to OEH via email on the 28<sup>th</sup> of September (a copy of the covering email has now been attached). The response received from OEH in January of this year took into consideration the document prepared by Abel Ecology in September 2017. All new correspondence between the applicant (and the applicant's consultant) and Council has been attached to this report.

On 2 March 2018 Council received correspondence through the JERCs of a submission by Alice Williams a Walgalu Elder and a request that this be included in any future reports to Council. This correspondence has also been included as an attachment to this report.

Whilst not a referral agency for the development application DPI Fisheries have provided a submission raising concerns with the development, this was received on 2 March 2018 and has been included in the report as an attachment.

Last and Maxwell have been removed from the report template as applicants following a query at the February Council meeting, as a letter of authorisation from the applicants (attached to the report) had been interpreted as listing the firm as acting as applicant. It was advised at the February meeting that this was not the case.

Councillors should note that the attachments to the report as submitted to the February Council meeting have not been reproduced with this report, in order to minimise the use of resources and the volume of printing. However, Councillors are required to review those attachments in forming their opinion in relation to this application. Additional items have been attached to this report as listed in the text above.

*The report from this point forward is unchanged from that which was presented to Council in February 2018.*

The purpose of this report is to seek determination of development application DA0014/2016 for a 21 lot residential subdivision of lot 17 DP236151. The property is zoned E3 – Environmental Management and is the subject of an additional permitted use provision under the Snowy River Local Environmental Plan 2013. The application was referred to the Office of Environment and Heritage for advice regarding the potential for threatened species onsite and the endangered ecological community found on the property.

The development site is highly constrained with environment, scenic protection and infrastructure issues some of which have not been adequately addressed by the applicant.

The application was notified and advertised and 20 submissions were received, the community through the Jindabyne East Residential Committee concerns with the development and the impact that it will have on the natural and built environment and the existing residential amenity of the surrounding neighbourhood.

The site is subject to an existing approval for a six lot subdivision which was commenced by the issuing a subdivision certificate in 2011 allowing for the further continuation of this approval.

Due to several deficiencies in the application it is considered that it does not comply with relevant provisions of the Snowy River LEP 2013 that need to be stratified prior to the issuing of a development consent and when assessed against the further provisions of s79C of the Environmental Planning and Assessment Act 1979 it fails to satisfy all relevant matters for consideration required for approval of a development application.

As such Pursuant to section 80(1)(a) of the Environmental Planning and Assessment Act 1979 it is recommended that the development application be refused and those that made submissions to the application be notified of Councils decision.

#### **RECOMMENDATION**

That

A. Pursuant to section 80(1)(a) of the *Environmental Planning and Assessment Act 1979 (as amended)* it is recommended that DA0014/2016 being a Twenty One (21) Lot Torrens Title Subdivision on Lot 17 DP 236151 Ph Jinderboine be refused for the following reasons:

1. The subdivision lay out as presented in the application does not adequately mitigate, avoid or offset its negative impacts on the threatened species habitat and *the endangered ecological community of Snow gum woodland* located on site.
2. The development has an unreasonable visual impact when viewed from nearby residences.
3. The application has not adequately addressed how it will minimise the risk to residents from Bushfire.
4. The site proposed within lot 17 to situate the 20 residential allotments is not suitable for this residential density.

B. That those persons who made a submission are advised of the determination.



## **BACKGROUND**

The application was lodged with Council in August 2015, since that time a number of additional information requests have been issued by Council, with the applicant requesting further time to provide this information.

The proposal is for a 21 lot residential subdivision on a highly constrained lot in East Jindabyne. The land is zoned E3- Environmental Management under the Snowy River Local Environmental Plan 2013 ('SRLEP2013) and is subject to an additional permitted use which allows the property to be subdivided for a maximum of 20 dwelling houses. This additional permitted use was the result of a rezoning of the land under the Snowy River Local Environmental Plan 1997 and requires that Council consider a number of matters before consenting to a development on the land. These matters, include the impact of the development on aboriginal cultural heritage, the visual impact of the development, the impact of the development with respect to stormwater runoff and bushfire risk. In addition the land is within the Lake Jindabyne Scenic Protection Area and has been mapped as having indicative biodiversity value.

Due to the site being mapped as having indicative biodiversity value the development application was referred to the Office of Environment and Heritage (OEH) for their expert comment in relation to flora and fauna impacts.

The applicant had already referred the application and commenced the process of gaining a Aboriginal Heritage Impact Permit (AHIP) from OEH with respect to the aboriginal cultural heritage found on site. This process was being carried out in parallel to the assessment of the DA.

The main deficiencies with the application relate to the impact of the development on native flora and fauna which included threatened species and an endangered ecological community found on the site. The applicant (and associated consultants) and representative of Council and the Office of Environment and Heritage (OEH) conducted an inspection of the site in June 2016.

### Subject Site



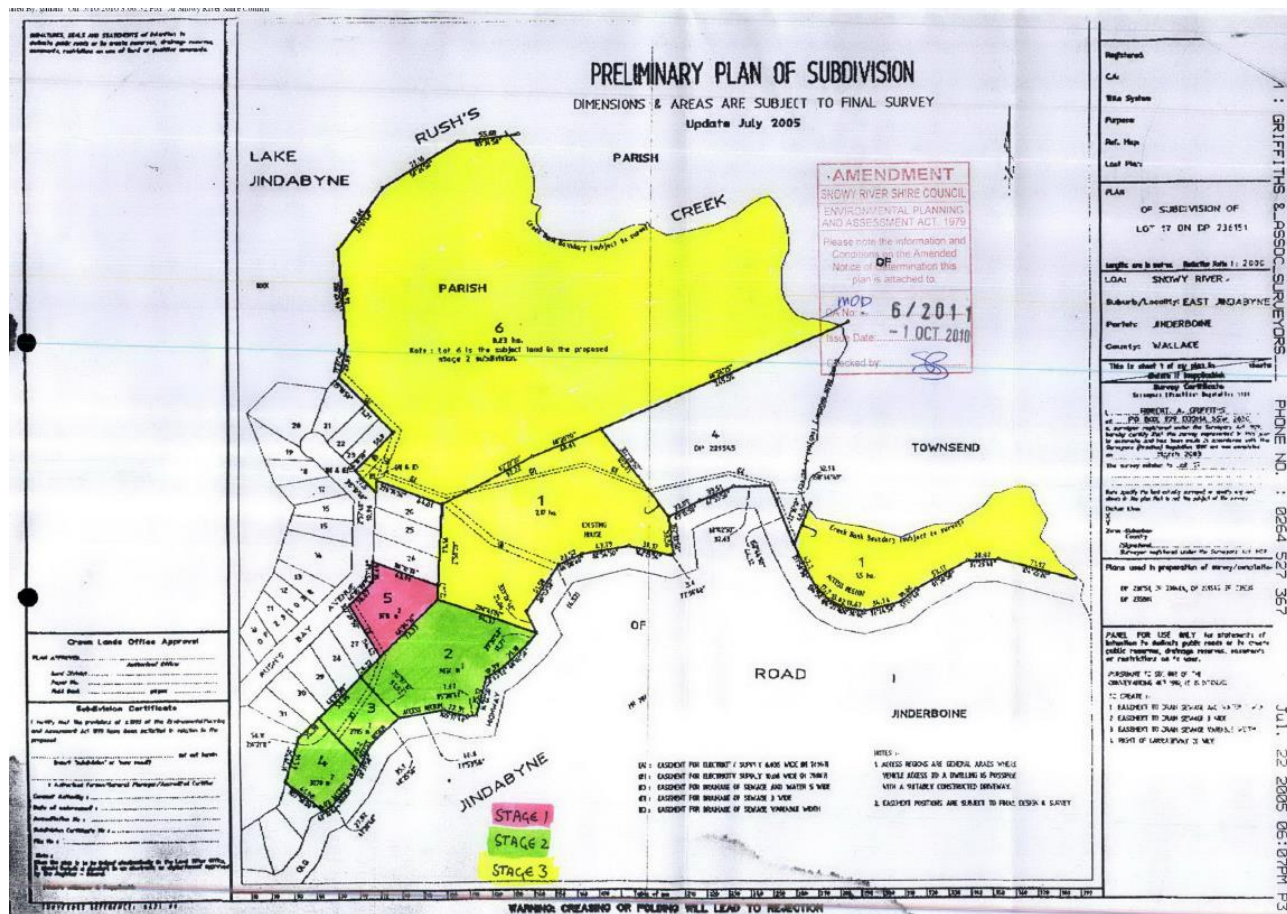
The development is proposed on a 13 hectare allotment of land within East Jindabyne which is accessed via both Rushes Bay Avenue and a road locally referred to as Old Cooma Road which is within the road reserve of Kosciuszko Road. The development is to be located in the northern portion of lot 17 adjoining Lake Jindabyne and the only access proposed for the 20 allotments is via Rushes Bay Avenue. There are the remains of an approved dwelling to the south of the lot accessed via the unsealed Old Cooma Road. An approval has been issued for the replacement of this dwelling.

#### Past development applications

DA0003/2007	Subdivision - 16 lots (Subdivision of proposed Lot 6 in proposed subdivision of Lot 17 DP 236151)	Refused
DA0015/2016	Change of use shed to dwelling	Approved
DA0108/2015	Outbuilding	Approved
DA0132/2013	Subdivision	Withdrawn
DA4085/2017	Single Dwelling	Approved
MOD0006/2011	Modification - Stage proposed development into Stage 1 - Lot 5; Stage 2 - Lots 2, 3 & 4; Stage 3 - Lots 1 & 6	Approved
MOD0027/2010	staged development: stage 1 - Lots 3,4 & 5 stage 2 - remainder lots	Approved
DA0011/1999	Stage 1 = amend dwelling to form dual occupancy = home activity: skiing equipment workshop stage 2 = construct a new dwelling-house	Approved
DA0206/2003	8 allotment subdivision (approved for 6 lots)	Approved
SC0010/2011	Subdivision Certificate Stage 1	Approved



Existing approved 6 lot subdivision (DA0206/2003 and amended by MOD0027/2010 and MOD0006/2011)



DA0206/2003 is approved for a six (6) allotment subdivision of Lot 17 DP236151. It has been modified twice the last modification MOD0006/2011 was approved in 2010 restaging the development and allowing lot 5 to be subdivided first in order to activate the approval. A subdivision certificate was issued for stage one being lot 5 and a development lot incorporating the balance of the stages. The issuing of this subdivision certificate commenced DA0206/2003 allowing the DA not to lapse. Lot 5 whilst the final plan of subdivision has been issued has not yet been formally created by submission of the certificate and final plan to Land and Property Information (LPI). There is no time limit allocated by the LPI for this to occur and as such lot 17 DP236151 is still a un-subdivided whole allotment.

This subdivision consent (DA0206/2003) would be surrendered if DA0014/2016 were to be approved. If the recommendation for refusal of DA0014/2016 is adopted this consent for a six (6) lot subdivision would remain attached to the land and able to be continued with in accordance with the approved conditions of consent.

**ASSESSMENT UNDER SECTION 79C**

The application has been assessed against the provisions of the following documents:

<p><b>State Environment Planning Policies (SEPPs)</b></p>	<p>State Environmental Planning Policy (Rural Lands) 2008.</p> <p>When assessing development for the purpose</p>
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	<p>of subdivision for the purposes of a dwelling within Environmental Protection zones such as E3 Council is required to consider the following matters:</p> <ul style="list-style-type: none"> <li>(a) the existing uses and approved uses of land in the vicinity of the development,</li> <li>(b) whether or not the development is likely to have a significant impact on land uses that, in the opinion of the consent authority, are likely to be preferred and the predominant land uses in the vicinity of the development,</li> <li>(c) whether or not the development is likely to be incompatible with a use referred to in paragraph (a) or (b),</li> <li>(d) if the land is not situated within a rural residential zone, whether or not the development is likely to be incompatible with a use on land within an adjoining rural residential zone,</li> <li>(e) any measures proposed by the applicant to avoid or minimise any incompatibility referred to in paragraph (c) or (d).</li> </ul> <p>It is considered that due to the location of the property adjacent and adjoining existing rural residential development that the subdivision would meet the requirements of the SEPP.</p>
<b>Local Environmental Plan (LEP) (including draft LEPs)</b>	Snowy River Local Environmental Plan 2013 ('SRLEP2013')
<b>Development Control Plans</b>	Snowy River Development Control Plan 2013 ('SRDCP2013')

**Section 79C and EP&A Act Checklist**

<b>The suitability of the site for the development:</b>	<p>The site within lot 17 proposed to be developed for the 20 residential lots is not considered to be suitable for the residential density proposed. It is in an area of the lot which is most likely to impact on the surrounding properties, reducing the current residential amenity, impacting currently infrastructure and having the most impact on the EEC found on site.</p> <p>The additional permitted use does not limit the</p>
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	<p>20 dwellings to the northern area of the lot and there may be better locations of these lots to be located that would go towards mitigating the impacts of the current proposal.</p> <p>The additional permitted use does not restrict the development to a 20 lot subdivision it states that no more than 20 dwellings be accommodated on the land as such the site may be more suited to larger lots which can accommodate dual occupancies rather than the 20 individual lots proposed by this application.</p>
<b>The provisions of any environmental planning instrument and draft environmental planning instrument:</b>	<p>The proposal has been assessed against the provisions of all relevant SEPP's and the development has been found <b>to</b> achieve an acceptable level of compliance.</p> <p>The proposal has been examined in detail against the provisions SRLEP 2013 and has been found <b>not to</b> achieve an acceptable level of compliance.</p> <p>Noncompliance is discussed below.</p>
<b>The provision of any development control plan:</b>	<p>The application generally complies with the provisions of Council's relevant development control plans however its noncompliance with the LEP is discussed below.</p>
<b>Any matters prescribed by the regulations:</b>	<p>The application generally complies with the <i>EP&amp;A Regulation 2000</i>.</p>
<b>Any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F:</b>	<p>Does not apply to this application</p>
<b>The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality:</b>	<p>The likely impacts of the development have been appropriately considered as part of this application and it is considered based on advice from OEH that the development will have an unreasonable impact on the flora and fauna found on the site and the applicant has not adequately addressed how these impacts will be avoided, mitigated or offset.</p> <p>Further consideration of this noncompliance is provided below.</p>
<b>Any submissions made in accordance with the</b>	<p>The application was notified and advertised.</p>

<b>EP&amp;A Act or the regulations:</b>	Details of notification and 20 submissions were received within the submission period and two additional submissions have been received post notification. These submissions have been included as an attachment to this report with consideration of the issues raised below.
<b>The public interest:</b>	It is considered that the development is not in the public interest in its current form as it has impacts on threatened species, an endangered ecological community, surrounding properties, existing infrastructure and has received a considerable amount of submissions raising concern from the community.

**Further Consideration of areas of noncompliance**

**s79C(1)(a)(i) of EP&A Act 1979 ('the Act') any environmental planning instrument (Snowy River Local Environmental Plan 2013)**

The development is proposed on land zoned E3- Environmental Management which has a minimum lot size for subdivision of 40 hectares. The subdivision is permissible only if the Council is satisfied that the subdivision and the dwellings proposed on site will be design to meet the provisions of Schedule 1 (1) which is an additional permitted use specific to lot 17.

Schedule 1 – Additional Permitted Use (excerpt Snowy River LEP 2013)

***1 Use of certain land at Rushes Bay Avenue and Old Kosciuszko Road, East Jindabyne***

- (1) This clause applies to land at Rushes Bay Avenue and Old Kosciuszko Road, East Jindabyne, being Lot 17, DP 236151.*
- (2) Development for the purposes of a subdivision and the erection of not more than 20 dwelling houses on the land is permitted with development consent, if the consent authority is satisfied that the subdivision and the dwellings are designed:*
  - (a) to minimise the impact of the development on Aboriginal archaeological heritage, and*
  - (b) to minimise the visual impact of the development as viewed from nearby residences and Lake Jindabyne, and*
  - (c) to minimise stormwater run-off, and*
  - (d) to minimise the risk to residents from bush fire.*

The application has been submitted for a 21 lot subdivision which is non-compliant with the requirements of the additional permitted use, as it states that a subdivision for not more than 20 dwelling houses is permitted. In this case the applicant has argued that the property has an existing entitlement for a dwelling which was erected on the site (it has since burnt down and an approval issued for a replacement building) and that the clause was written whilst this dwelling existed on site and as such the 20 dwellings are 20 additional to that which already exists. This is not clearly the intent of the clause and it would be reasonable to assume that the existing dwelling form one of the 20 dwellings described in the LEP. As such it would not be permitted to have the subdivision approved in its current configuration of 21 lots and one lot would need to be amalgamated to allow for the development to comply. The requirement of the additional



permitted use for not more than 20 dwellings would preclude any purchaser of the proposed lots to erect a dual occupancy on the land. As such a restriction on the use of the land accompanied by a condition of consent would restrict these lots to only one dwelling (should the development be approved).

The development does not minimise visual impact when viewed from nearby residences it condenses all twenty lots to the north of lot 17 in close proximity to the existing dwellings. This increases the area of light shed from the new residences and the street lighting required for such a development. Whilst the development is screened from Lake Jindabyne by natural vegetation if this is to be removed for dwellings to be built on site then further visual impact could occur however topography would lessen the impact. The special provision requires that Council consider not only the design of the subdivision but the design of the dwellings to ensure they minimise visual impact. No plans for the proposed dwellings or an indication of the architectural styles proposed was submitted with the application or as part of the visual impact statement.

Whilst the land is not mapped as being bushfire prone the special provision requires that the applicant consider the impact on fire risk to residents. Limited information was provided in the Statement of Environmental Effects in this regard with only a statement which argues that "bushfire risk will be greatly reduced as vegetation will be cleared to make way for dwellings and APZ areas will be created and managed". No information was provided as to where and what dimension these asset protection zones (APZ) were intended to be.

As such it is considered that the development does not satisfy the 1(2)(b) and (d) and is not permitted under the provisions of the SRLEP2013.

Lake Jindabyne Scenic Protection clause 7.6 of the SRLEP2013

The whole of lot 17 is mapped with the Lake Jindabyne Scenic Protection Area and as such any development must consider clause 7.6 of the SRLEP2013. The statement of environmental effects provided with the application does not address how the development complies with the provision of this clause which states that development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that:

- (a) the development will not have an unacceptable visual impact on the scenic quality of the area when viewed from the relevant lake at its full supply level or from a public place, and*
- (b) the development has been designed to prevent any intrusion into the view from the lake at its full supply level.*

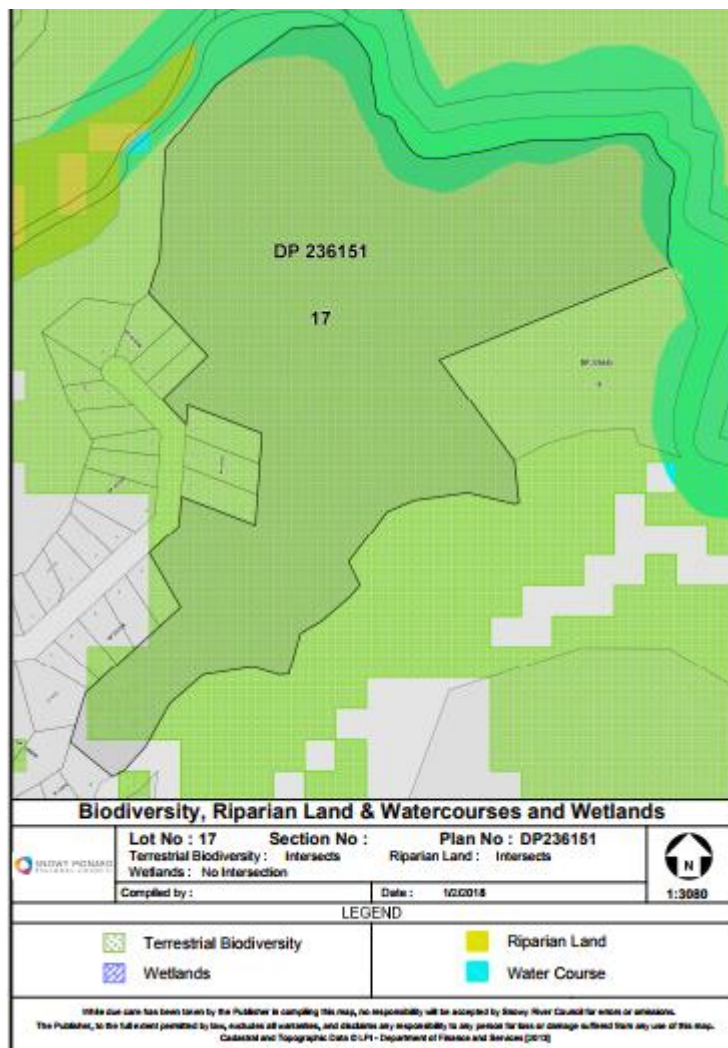
And in deciding whether to grant development consent to development on any land to which this clause applies, the consent authority must consider:

- (a) the visual impact of the development when viewed from the relevant lake at its full supply level or from a public place, and*
  - (b) whether the design and construction of any new buildings (including ancillary development) prevent any intrusion into the view from the lake and minimises any adverse impacts on the view from the lake and surrounding areas, and*
  - (c) the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and whether provision has been made for the planting of appropriate native species where the planting would visually screen the development.*
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The development as proposed has taken into consideration to some degree the impact of the development when viewed from Lake Jindabyne in the Visual Impact Statement. Due to the topography of the land the location of the development is minimised to some degree however the density within in area which currently heavily treed would be visible when viewed from the lake.

The visual impact statement does not include any information of trees to be removed or retained.

Areas of Mapped Biodiversity Value clause 7.2 of the SRLEP 2013



The property is mapped as having areas of indicative terrestrial biodiversity and as such the development application will need to comply with clause 7.2 of the SRLEP 2013. Clause 7.2 requires that before determining a development application for development on land to which this clause applies, the consent authority must consider whether the development is likely to have:

- (i) any adverse impact on the condition, ecological value and significance of the fauna and flora on the land, and
- (ii) any adverse impact on the importance of the vegetation on the land to the habitat and survival of native fauna, and
- (iii) any potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land, and

- (iv) any adverse impact on the habitat elements providing connectivity on the land, and*
- (b) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

And that development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that:

- (a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or*
- (b) if that impact cannot be reasonably avoided by adopting feasible alternatives—the development is designed, sited and will be managed to minimise that impact, or*
- (c) if that impact cannot be minimised—the development will be managed to mitigate that impact.*

It was considered that the information provided with the application and the additional information received in relation to these matters was not sufficient for Council to be satisfied that the development was designed sited and will be managed to avoid any significant adverse environmental impact. Especially when an EEC is located on the subject property. The applicant has not provided adequate measures for the avoiding the impact nor have they sought to amend the lot layout when these issues were raised. It is considered that in the case of the subject subdivision the impact can be minimised due to the large area of the lot that is not being used for development which has within it areas of land with less biodiversity value. As such it is considered that the development cannot be approved as the clause states that the consent authority must be satisfied of these requirements for approval to be granted.

In order to ensure that Council was adequately assessing the impact of the development in relation to this clause and the requirement under s79C(1)(b) of the EP&A Act 1979 Council referred the application to the NSW Office of Environment and Heritage for specialist advice in interpreting the flora and fauna assessments provided with the application. Further discussion as to the issues raised by OEH and the inadequacy of the information provided by the applicant are discussed below.

**s79C(1)(b) of EP&A Act 1979 ('the Act') The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality:**

Environmental Impacts – Natural Environment

The office of Environment and Heritage (OEH) has provided feedback on this application in four responses on 5/07/2016, 16/09/2016, 20/12/2016 and 1/09/2017 which were provided to Council and the applicant (these letters are attached) and have carried out a site inspection with Council officers and the applicant in June 2016.

OEH have consistently advised the applicant and Council that the information provided including assessments by Trever Haweswood and most recently from Abel Ecology do not adequately address the impact of the development on the endangered ecological community (EEC) of Tablelands Snow Gum Woodland and the threatened species likely to be present on site.

Council received a final response from the OEH in January 2018 stating that

*OEH does not consider the amended information adequately addresses the impacts of the subdivision on the endangered ecological community located on site. The information provided to date*

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*by the proponent and their consultant, has not demonstrated that the impact of the proposed development on threatened species habitat and the endangered ecological community of Snow gum woodland has been adequately avoided or offset.*

*We have explained this in our letter dated 1 September 2017 – our reference DOC17/369272-2.*

As such it is considered that the likely impacts of the development on the natural environment are to a degree that precludes Council from being able to approve this development application lest it be in contravention with the requirements of s79C of the Act

## SUBMISSIONS

The application was notified and publicly advertised for 30 days, in accordance with relevant DCP requirements and the relevant statutory regulations and 20 objections were received within the submission period. The submissions have been summarised below with consideration of the issues raised following.

Two further submissions were received after the submission period and they have been included in the attachments to this report. The issues in these submissions have been included in the considerations below. One submission was in the form of a presentation to Council in December 2017 by the Jindabyne East Residents Committee. This submission requested clarification to a number of points a response to these has been included below.

Whilst it is acknowledged that these submissions raised similar issues this would be expected as the development does have several impacts that would be consistently felt by surrounding residents. Under the requirements of S79C of the Environmental Planning and Assessment Act 1979 (the 'Act') Council is required to consider these submissions when assessing a development application. The applicant was provided a copy of the submissions received within the submission period and was provided an opportunity to respond. This response is included as an attachment to this report.

1	Object	<ul style="list-style-type: none"><li>Increased traffic on Rushes Bay Avenue – risk to motorists, cyclists and pedestrians. No footpaths on Rushes Bay Avenue. Intersection between Rushes Bay Avenue and Jerrara Drive and dangerous.</li><li>Improvements in infrastructure would be required.</li><li>Impact against need, already plenty of residential land available in the area.</li></ul>
2	Object	<ul style="list-style-type: none"><li>Inappropriate location</li><li>Intersection with Rushes Bay Ave and Jerrara Drive is dangerous</li><li>Quiet street with no footpaths safety issues</li><li>Road is at its limit, no potential available to widen the road</li><li>Land is of significant natural beauty and is visible as it is high and sloping.</li><li>20 lots with dual occupancy not appropriate for this location</li><li>Extra street lighting</li><li>Many blocks available at the other end of East Jindabyne, East Jindabyne should grow through Kunama Ridge and Alpine Sands and Tyrolean not in this direction.</li><li>Plenty of land for sale</li></ul>

3	Object	<ul style="list-style-type: none"> <li>• Intersection between Rushes Bay Avenue and Jerrara Drive and dangerous.</li> <li>• Rushes Bay Avenue is narrow and winding with no footpaths</li> <li>• Verges are steep and inaccessible making widening of the road unsuitable.</li> <li>• Due to the nature of the existing lots on Rushes Bay Avenue children use the road currently which is a cul-de-sac as a play space for bikes, skateboards.</li> <li>• Other more accessible areas to develop in East Jindabyne and Tyrolean Village</li> </ul>
4	Object	<ul style="list-style-type: none"> <li>• Councils urban land release strategy does not include this land for development.</li> <li>• The development is in an inappropriate location and number of dwellings proposed is excessive.</li> <li>• Ample existing lots in East Jindabyne and Tyrolean Village and additional land areas zoned</li> <li>• Traffic impact assessment in SEE is inadequate</li> <li>• Existing road is narrow and winding no verges and was not designed to allow for the additional traffic 20 dwellings would create.</li> <li>• Intersection with Rushes Bay Ave and Jerrara Drive is dangerous and not suited to construction traffic.</li> <li>• LEP requires that the development minimise impact on visual impact, aboriginal cultural heritage, minimise storm water runoff and fire risk to residents.</li> <li>• Access to the gorge will be blocked by the development as it is currently being accessed through the property.</li> <li>• Areas is used for recreational purposes.</li> <li>• Drainage is not adequately addressed and will have an impact on Rushes Bay having the potential to cause pollution</li> <li>• The development would be at risk from bushfire and issues surrounding potential for evacuation in the event of a fire.</li> <li>• Increase in light glare at night</li> <li>• Changes the semi natural backdrop in Rushes Bay</li> <li>• Reduced property values</li> </ul>
5	Object	<ul style="list-style-type: none"> <li>• Traffic assessment provided in the SEE is inappropriate</li> <li>• Rushes Bay Ave the only proposed access to the development it is narrow and winding and the increase in traffic will pose a risk to pedestrians and motorists.</li> <li>• Children use the road to access a bus stop with no footpaths</li> <li>• Intersection with Rushes Bay Ave and Jerrara Drive is dangerous</li> </ul>

		<ul style="list-style-type: none"> <li>• The increase in traffic will have noise impacts</li> <li>• No scope to enlarge the road</li> <li>• Increased risk in the event of an emergency</li> <li>• Loss of property values</li> <li>• Area not identified in Councils urban land release strategy</li> <li>• No demonstrated need for the development</li> <li>• Noncompliance with the Snowy River LEP</li> <li>• Street lighting and nighttime glare</li> <li>• Removal of tree cover for structures and hazard reduction</li> <li>• Site is identified as scenic protection</li> <li>• No drainage features proposed</li> <li>• Fire risk</li> <li>• Deficient in the LEP that it does not require development to minimise the impacts of increased traffic or whether existing infrastructure can meet the demand.</li> <li>• No slope analysis in the SEE</li> <li>• Access will be removed through the subject site to Rushes Bay Gorge</li> <li>• No consultation with residents about this proposal for over 10 years and Council must meet and speak with residents as part of the consideration of the proposal</li> <li>• The DA information is not on the website only council offices</li> </ul>
6	Object	<ul style="list-style-type: none"> <li>• Increased traffic</li> <li>• Intersection between Rushes Bay Avenue and Jerrara Drive and dangerous.</li> <li>• Rushes Bay Avenue is narrow and winding with no footpaths</li> <li>• Speed limit not always observed and no traffic calming</li> <li>• Increase in the number of children using the road</li> <li>• Extra wear and tear on the road</li> <li>• Construction traffic impacts</li> <li>• Traffic issues not sufficiently addressed in the SEE</li> <li>• Land is zoned E3 and not identified as an area for development there are more appropriately zoned areas elsewhere.</li> <li>• Aboriginal cultural heritage study not included with application</li> <li>• Area is gazette Scenic Protection and cost of the existing tree cover will be removed as part of the development of the site.</li> </ul>



		<ul style="list-style-type: none"> <li>• Increase in light glare at night</li> <li>• Impacts of stormwater and no details of stormwater filtration and the impact on Rushes Bay</li> <li>• Access will be removed through the subject site to Rushes Bay Gorge</li> <li>• Increased traffic noise</li> <li>• reduced property values</li> <li>• No demonstrated need</li> <li>• Capacity of existing infrastructure</li> <li>• No consultation with residents about this proposal for over 10 years and Council must meet and speak with residents as part of the consideration of the proposal</li> <li>• The DA information is not on the website only council offices</li> </ul>
7	Object	<ul style="list-style-type: none"> <li>• Increased traffic</li> <li>• Intersection between Rushes Bay Avenue and Jerrara Drive and dangerous.</li> <li>• Rushes Bay Avenue is narrow and winding with no footpaths</li> <li>• No scope to enlarge the road</li> <li>• Traffic noise</li> <li>• reduced property values</li> <li>• Councils urban land release strategy does not identify this land for development.</li> <li>• No demonstrated need</li> <li>• Ample existing approved lots in East Jindabyne and Tyrolean Village and additional land areas zoned for residential development all these are more appropriate areas for development</li> <li>• Area is gazette Scenic Protection and most of the existing tree cover will be removed as part of the development of the site.</li> <li>• Increase in light glare at night</li> <li>• Impacts of storm water on Rushes Bay</li> <li>• Fire risk</li> <li>• Deficient in the LEP that it does not require development to minimise the impacts of increased traffic or whether existing infrastructure can meet the demand.</li> <li>• No slope analysis in the SEE</li> <li>• Access will be removed through the subject site to Rushes Bay Gorge</li> <li>• No consultation with residents about this proposal for over 10 years and</li> </ul>

		<p>Council must meet and speak with residents as part of the consideration of the proposal</p> <ul style="list-style-type: none"> <li>• The DA information is not on the website only council offices</li> </ul>
8	Object	<ul style="list-style-type: none"> <li>• Noncompliance with the Snowy River LEP</li> <li>• existing tree cover will be removed as part of the development of the site.</li> <li>• Street lighting and night time glare</li> <li>• Area is gazette Scenic Protection</li> <li>• No drainage features proposed to mitigate impacts of storm water on Rushes Bay</li> <li>• Fire risk</li> <li>• Deficient in the LEP that it does not require development to minimise the impacts of increased traffic or whether existing infrastructure can meet the demand.</li> <li>• No slope analysis in the SEE</li> <li>• Councils urban land release strategy does not identify this land for development.</li> <li>• Traffic assessment provided in the SEE is inadequate</li> <li>• Intersection between Rushes Bay Avenue and Jerrara Drive and dangerous.</li> <li>• Rushes Bay Avenue is narrow and winding with no footpaths</li> <li>• No scope to enlarge the road</li> <li>• Traffic noise</li> <li>• Increased risk for emergency evacuation</li> <li>• Loss of property values</li> <li>• Access will be removed through the subject site to Rushes Bay Gorge</li> <li>• No consultation with residents about this proposal for over 10 years and Council must meet and speak with residents as part of the consideration of the proposal</li> </ul>
9	Object	<ul style="list-style-type: none"> <li>• Inadequate access to the site via Rushes Bay Avenue</li> <li>• Winding narrow road terminating in cul-de-sac</li> <li>• Rushes Bay Ave is currently too narrow for two lane traffic to pass safely increase in traffic volume would exacerbate situation and there are bottle necks to traffic flow on the road.</li> <li>• Intersection of Rushes Bay Ave and Jerrara Drive problematic</li> <li>• Rushes Bay Ave unsuitable for construction traffic</li> </ul>

		<ul style="list-style-type: none"> <li>• No footpath</li> <li>• Cars parked on road verge</li> <li>• Children catching school bus need to walk within the road proper</li> <li>• Existing driveways are steep onto the road.</li> <li>• Increased traffic would have negative residential amenity impacts</li> <li>• Reduction in property value</li> <li>• SEE and flora and Fauna report indicate the land is of poor value for native flora and fauna – this is not the case</li> <li>• Call into question the depiction of the land as former farmland with poor native flora and fauna and limited environmental value</li> <li>• Land is teeming with native wildlife</li> <li>• Many species of creek wildlife and water birds have been seen in the area</li> <li>• The area is one of the few remaining bush land areas that provided access to the lake and provide a vital corridor for native fauna</li> <li>• Area in question is a vital bridge between two large bush land areas surrounding the lower and upper Snowy River valley areas, the proposed development would block this corridor and break the link</li> <li>• Negative impact on rushes Creek from runoff, pollution, human activity . effecting water quality, driving away native fauna.</li> <li>• Impact on trout spawning could be impacted</li> <li>• Issues with the content of the FFS and the SEE</li> <li>• Request that the FFS be assessed independently and that a second environmental impact assessment be commissioned by SRSC.</li> <li>• Planned number of residences exceeds that stipulated in the SRLEP2013</li> <li>• Land is zoned E3 this contradicts the use of the land for subdivision</li> <li>• Question the process for rezoning of the land and what consultation was undertaken</li> <li>• Concerns with access to documents relating to land use zoning, environmental plans or aboriginal cultural heritage assessment</li> <li>• Large availability of land better suited to this development in the area</li> </ul>
10	Object	<ul style="list-style-type: none"> <li>• Rushes Bay Ave and its intersection with Jerrara Drive is dangerous</li> <li>• Traffic assessment provided in the SEE is inadequate</li> <li>• Existing road is not adequate for new development</li> <li>• School bus cannot come down Rushes Bay Ave, children need to walk on the road to the bus stop</li> </ul>

		<ul style="list-style-type: none"> <li>• Traffic noise</li> <li>• Bushfire risk with only one access point</li> <li>• Loss of property values</li> <li>• Councils urban land release strategy does not include this land for development</li> <li>• Ample land available in the area</li> <li>• No pollution controls for the development</li> <li>• Abundance of wildlife in Rushes Bay gorge</li> <li>• Lack of DA information on the website</li> </ul>
11	Object	<ul style="list-style-type: none"> <li>• No traffic impact assessment in SEE</li> <li>• Traffic issues with Rushes Bay Ave</li> <li>• Lots of amenity and usability of roads</li> <li>• Loss of property values</li> <li>• Ample approved lots in East Jindabyne and Tyrolean, no demonstrated need for development</li> <li>• SEE understates impacts of the development</li> <li>• Site contains habitat areas and there is fauna that is known in the location that is not mentioned in the SEE and detailed report.</li> <li>• Noncompliance with LEP</li> <li>• Visual impacts - much of existing tree cover will be removed, street lighting and intrusive night time glare.</li> <li>• Site is a scenic protection area, development would not achieve the requirement to preserve visual integrity.</li> <li>• No drainage features provided</li> <li>• Fire risk</li> <li>• Deficient in the LEP that it does not require development to minimize the impacts of increased traffic or whether existing infrastructure can meet the demand.</li> <li>• No slope analysis in the SEE development cannot meet the requirements of development on slopes &gt;18%</li> <li>• Blocks traditional access to a local recreation and environmental resource</li> <li>• SEE does not provide measures to protect the gorge from the impacts of residential development such as weed invasion and domestic animals.</li> <li>• Proposal is larger than that put forward in 2005</li> <li>• Concentrates the pact of the development on Rushes Bay Ave and does not</li> </ul>

		<p>make use of the upper half of the land.</p> <ul style="list-style-type: none"> <li>• What will the upper area used for the in the future, cumulative impacts of the current proposal and future development need to be considered</li> <li>• Capacity of existing infrastructure</li> <li>• Land is suitable for lower density development should utilise the upper section of Jerrara Drive for access.</li> </ul>
12	Object	<ul style="list-style-type: none"> <li>• Increased traffic and associated risks</li> <li>• Intersection between Rushes Bay Avenue and Jerrara Drive and dangerous.</li> <li>• Rushes Bay Avenue is narrow and winding with no footpaths</li> <li>• No scope to enlarge the road</li> <li>• Traffic noise</li> <li>• reduced property values</li> <li>• Council's urban land release strategy does not identify this land for development.</li> <li>• No demonstrated need</li> <li>• Noncompliance with LEP</li> <li>• Area is gazette Scenic Protection and most of the existing tree cover will be removed as part of the development of the site.</li> <li>• Increase in light glare at night</li> <li>• Impacts of storm water on Rushes Bay</li> <li>• Fire risk</li> <li>• Deficient in the LEP that it does not require development to minimise the impacts of increased traffic or whether existing infrastructure can meet the demand.</li> <li>• No slope analysis in the SEE</li> <li>• Access will be removed through the subject site to Rushes Bay Gorge</li> </ul>
13	Object	<ul style="list-style-type: none"> <li>• Traffic assessment provided in the SEE is inappropriate</li> <li>• Rushes Bay Ave the only proposed access to the development it is narrow and winding and the increase in traffic will pose a risk to pedestrians and motorists.</li> <li>• Children use the road to access a bus stop with no footpaths</li> <li>• Intersection with Rushes Bay Ave and Jerrara Drive is dangerous</li> <li>• The increase in traffic will have noise impacts</li> <li>• No scope to enlarge the road</li> <li>• Increased risk in the event of an emergency</li> </ul>

		<ul style="list-style-type: none"> <li>• SEE understates impacts of the development</li> <li>• Flora and Fauna assessment does understates the impact of the development on threatened species and the EEC present on site.</li> <li>• Issues with Cultural Heritage Assessment</li> <li>• Visual impact of tree removal and street lighting and development is within a scenic protection area</li> <li>• No drainage features presented to mitigate the impacts of stormwater</li> <li>• Fire risk impacted by only one exit</li> <li>• Deficient in the LEP that it does not require development to minimise the impacts of increased traffic or whether existing infrastructure can meet the demand.</li> <li>• No slope analysis in the SEE development cannot meet the requirements of development on slopes &gt;18%</li> <li>• Blocks traditional access to a local recreation and environmental resource Rushes Gorge</li> <li>• SEE does not provide measures to protect the gorge from the impacts of residential development such as weed invasion and domestic animals.</li> <li>• Land is suitable for lower density development should utilise the upper section of Jerrara Drive for access. If lower density development approved, then conditions of consent should allow of retention of public access to Rushes Creek and no street lighting</li> </ul>
14	Object	<ul style="list-style-type: none"> <li>• Increased traffic and associated risks and reduced amenity</li> <li>• Intersection between Rushes Bay Avenue and Jerrara Drive and dangerous.</li> <li>• Rushes Bay Avenue is narrow and winding with no footpaths</li> <li>• No scope to enlarge the road</li> <li>• Traffic noise</li> <li>• Councils urban land release strategy does not identify this land for development.</li> <li>• No demonstrated need</li> <li>• No assessment in regard to Aboriginal cultural Heritage</li> <li>• Negative visual impacts when structures and vegetation removed</li> <li>• No study of how runoff into rushes bay swimming area will be managed</li> <li>• Bushfire risk</li> <li>• No drainage features proposed to mitigate stormwater runoff</li> <li>• Deficient in the LEP that it does not require development to minimise the impacts of increased traffic or whether existing infrastructure can meet the demand.</li> </ul>



		<ul style="list-style-type: none"> <li>No slope analysis in the SEE development cannot meet the requirements of development on slopes &gt;18%</li> <li>Blocks traditional access to a local recreation and environmental resource Rushes Gorge</li> <li>Capacity of existing infrastructure</li> <li>No consultation with residents about this proposal for over 10 years and Council must meet and speak with residents as part of the consideration of the proposal</li> </ul>
15	Object	<ul style="list-style-type: none"> <li>Suitability of the land under the LEP</li> <li>Issues for road users including road damage road noise request to divert traffic along Old Cooma Road and away from Rushes Bay Ave for an alternative access to the site.</li> <li>Will conditions of consent require sealing of Old Cooma Road</li> <li>Pedestrian access and footpaths</li> <li>Updated environmental study, archeological study, soil study, social study required.</li> <li>Is undeveloped land to be reserved for community access</li> <li>Erosion issues</li> <li>Study required for impact of development on property values</li> <li>Overdevelopment in East Jindabyne</li> </ul>
16	Object	<ul style="list-style-type: none"> <li>Issues surrounding proposed sewerage pumping station including noise and location and visual impact</li> <li>Disturbance to community while construction takes place</li> <li>Traffic and road issues</li> <li>Removal of trees</li> <li>Devalue properties</li> <li>Environmental impacts on wildlife and birdlife</li> <li>Access road through existing houses potentially hazardous</li> </ul>
17	Object	<ul style="list-style-type: none"> <li>Rushes Bay Avenue inadequate for existing traffic would not cope with additional traffic</li> <li>Rushes Bay Avenue is narrow with no footpaths</li> <li>Vehicles park on the road shoulders</li> <li>Access into lots is difficult due to slope</li> <li>Intersection dangerous</li> </ul>

		<ul style="list-style-type: none"> <li>Access to the new development should be from Old Jindabyne Road</li> </ul>
18	Object	<ul style="list-style-type: none"> <li>Impacts of the development on adjoining agricultural activities</li> <li>Building envelopes required on certain lots</li> <li>Visual impact of infrastructure</li> </ul>
19	Object	<ul style="list-style-type: none"> <li>Traffic assessment inadequate</li> <li>Increased traffic and associated risks and reduced amenity</li> <li>Intersection between Rushes Bay Avenue and Jerrara Drive and dangerous.</li> <li>Rushes Bay Avenue is narrow and winding with no footpaths</li> <li>No scope to enlarge the road</li> <li>Visual impact of development</li> <li>Stormwater impacts</li> <li>Steep slopes</li> <li>Address of development</li> <li>Development unsuitable for land</li> </ul>
20	Object	<ul style="list-style-type: none"> <li>Traffic assessment inadequate</li> <li>Increased traffic and associated risks and reduced amenity</li> <li>Intersection between Rushes Bay Avenue and Jerrara Drive and dangerous.</li> <li>Rushes Bay Avenue is narrow and winding with no footpaths</li> <li>No scope to enlarge the road</li> <li>Visual impact of development</li> <li>Stormwater impacts</li> <li>Council's urban land release strategy does not identify this land for development.</li> <li>No demonstrated need</li> <li>No slope analysis in the SEE development cannot meet the requirements of development on slopes &gt;18%</li> <li>Blocks traditional access to a local recreation and environmental resource Rushes Gorge</li> </ul>

As there were similar issues raised in the submissions, the response to the submissions will be grouped into issues rather than individually responded to.

#### Traffic

It is acknowledged that the current state of Rushes Bay Avenue including where it intersects with Jerrara Drive would require upgrades to facilitate the development of additional lots using these

roads for access. It would not be reasonable for a development to be approved in this location without further works occurring on the road.

A revised traffic assessment was provided by the applicant after requests from Council. This assessment was provided to Councils Development Engineer who determined that there could be an engineering solution with respect to upgrading of Rushes Bay Avenue. Such a solution would be conditioned on any development consent and would require any upgrade works to be borne by the developer to service the subdivision.

#### Appropriateness of Development

Whilst the land is zoned E3- Environmental Management with a minimum lot size of 40 hectares Lot 17 is subject to an additional permitted use under SRLEP2013 which allows for the lot to be subdivided for no more than 20 lots which could accommodate no more than 20 dwellings. This does not include dual occupancy development. For dual occupancies to be approved the subdivision could not be more than 10 lots.

Whilst the land may not form part of an “Urban Release Strategy” it was rezoned by Council to allow for no more than 20 dwellings (once subdivided). Consultation was undertaken by Council at the time of the rezoning and it is not appropriate to revisit this as part of the assessment of this development application. Dual occupancies would not be permitted on any of the 20 subdivided lots as the maximum density for lot 17 is 20 dwellings. It is acknowledged that there are several subdivisions currently approved and ready for development in the East Jindabyne area. This land supply is a matter related to competition in a market place and not one that Council considers when assessing an application on land that is zone for this purpose.

With respect to the use of the land for recreational purposes and for access to the gorge this access was over private land without the permission of the land owner disallowing development on land for this reason is not reasonable if the land is zoned and able to be developed for another purpose. Maintaining an access through the land to the lake could be required by Council in the approval of such a subdivision. Consultants associated with the development have indicated that they would be designing a public access within the subdivision. This however was not shown in the development plans. Reduction in property values is not considered a relevant consideration in the assessment of an application as no evidence has been provided to support this. The impact of the development on the residential amenity of the surrounding properties has been considered in the assessment of the application against the provisions of s79C and is an issue with the proposal. The area of land on which the proposal is to be located is considered unsuitable for the number of dwellings/lots proposed.

#### Non-conformity to LEP – Special Provision

It is acknowledged in the report that there is non-compliance with the provisions of the additional permitted use for lot 17 in Schedule 1 of the SRLEP2013. The areas of noncompliance are discussed above under the s79C assessment section of the report. The areas of noncompliance with the LEP include:

Scenic and visual impacts - Whilst the applicant has provided a visual impact statement for the development it was limited and did not adequately consider all impacts. There was some limited slope analysis however there was no detail of trees to be removed for APZs, dwelling houses and associated subdivision infrastructure. The removal of vegetation will have a visual impact when viewed from Lake Jindabyne and surrounds. The applicant did not consider in the SEE or the visual impact assessment the impact of street lighting other than to state it will not be intrusive. No

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information on the lighting was provided to evidence the statement that street lighting (and lighting of the premises within the development site) would not have an adverse visual impact on the surrounding environs.

The applicant did provide preliminary engineering drawings (to staff during meetings regarding the application) which dealt with stormwater management on site. Whilst the development application is deficient in this respect it is considered that there would be an appropriate engineering solution to stormwater runoff that could be dealt with, with suitable conditions of consent.

The applicant has not adequately addressed bushfire risk whilst, the land is not mapped as bushfire prone under council's bushfire prone land map it is a matter for consideration as part of the special use provision which allows the subdivision to be carried out in this location. The applicant should have addressed this in greater depth to demonstrate what mitigation measures were to be implemented.

The number of residences planned is 21 which does exceed the special provision, this is discussed above in greater detail.

The applicant has provided the necessary Aboriginal cultural heritage assessments directly to OEH for the provision of an AHIP which can be dealt with outside of the development application process.

#### Native Flora and Fauna

Council referred all information relating to native flora and fauna impacts from the development to OEH. The department are not satisfied that the information provided is sufficient to ensure that the impacts can be avoided, mitigated or offset. The concerns raised in the submission regarding the impact of the development on the natural environment of the site have been taken into consideration in the composition of the recommended reasons for refusal.

#### Additional Issues

The limited capacity of existing infrastructure can be dealt with by appropriate upgrades that would need to be undertaken at the expense of the developer to service the subdivision. Should the existing water and sewer and stormwater infrastructure need to be upgraded to facilitate the development it would be done so with the cost borne by the developer.

Council is currently working towards providing more information pertaining to development applications on council's website. Council has undertaken consultation for this application in accordance with the Act, any prior lack of consultation is not relevant for the assessment of this application.

#### Responses to specific enquires made in a submission by the Jindabyne East Residents Committee at the December 2017 Council Meeting:

1. DA0014/2016 is not the subdivision of proposed lot 6 under DA0203/2006) it is a subdivision of lot 17 and does not relate to the previous approval. Proposed lot 1 in DA0014/2016 has a large area with several parts.
  2. DA0203/2006 is still an active consent as it was commenced by the release of subdivision certificate for lot 5 prior to the lapsing date of the consent.
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3. There is no legal requirement for documents accompanying a DA to be prepared by persons independent of the applicant. It is not unusual for the applicant to prepare all associated documents themselves.
4. Last and Maxwell provided to Council authorisation from the applicants to allow them to correspond with Council on their behalf with respect to the application.
5. Council provided to OEH the original FFS and OEH requested further information from the applicant, this resulted in the document authored by Abel Ecology. Council did not appoint an independent assessor however all information relating to flora and fauna was provided to OEH for their comment and guidance due to their technical expertise. This included any new assessments provided by the applicant.
- 6-11 The environmental impacts of the development and Council and OEHs response to these impacts is addressed elsewhere in this report as is the suitability of the area within lot 17 to develop. It is considered that the development as it is proposed would have an undesirable impact on native flora and fauna and is therefore being recommended for refusal.
12. there is no infrastructure proposed for the development within 40m of the watercourse and as such no controlled activity approval was required from the Office of Water.
13. the impact of the development with respect to stormwater could be managed through various means, however it is agreed that this was not well addressed by the applicant and it is further reason to refuse the development application.
14. it is considered that the applicant did not adequately address the scenic impact of the development
- 15 – 17 the land was rezoned under the SRLEP97 and the additional use was transferred into the SRLEP2013 as such the additional permitted use exists and the application must be assessed against this. The process that was carried out to develop this additional permitted use is not relevant to the assessment of this development application. The details of the process can be found in Council's file relating to the rezoning.
- 18-21 traffic issues and their potential for resolution have been addressed above in the response to submissions. The proposed roads within the subdivision are to be public roads.

## **CONCLUSION**

It is considered that the proposed development does not generally comply with the relevant provisions of Section 79C of the Act, LEP, DCPs, Codes and Policies.

In conclusion, it is considered that the proposal has an unacceptable level of impact aesthetically, socially and environmentally having regard to the surrounding natural and built environment and comments from relevant state agencies (OEH). Accordingly, refusal is recommended subject to the reasons provided above.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

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The application received a number of objections on the grounds that the development would negatively impact the lifestyle of the surrounding residents and have an unacceptable impact on access road to the site. Whilst there would be engineering solutions to the traffic and road infrastructure impacts the cost of which to implement would be borne by the developer the social impacts of the loss of residential amenity felt by the adjoining residents is more difficult to mitigate with the existing lot layout. The development in its current form and location would impact negatively on the surrounding properties in both visual impact of light shed from houses, street lighting and the removal of trees. These social impacts whilst not the only reason to refuse the application do contribute towards the determination that the area the subdivision is to be developed is unsuitable for the residential density proposed.

## **2. Environmental**

The environmental impacts of the development have been discussed at length in the body of the report. It is the opinion of Council officers and the officers from the Office of Environment and Heritage that the environmental impacts of the development are significant enough to warrant the recommended refusal of the application.

## **3. Economic**

The economic impacts of the development on Council would be minimal as the works required to upgrade any existing infrastructure including, roads, water and sewerage reticulation and the like would be borne wholly by the developer.

## **4. Civic Leadership**

It is considered that due to the number submissions received, the concerns raised by the Office of Environment and Heritage and the community concern over the project that the application be reported to Council for determination.

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Enquiries: Manager Development  
Our Ref: DA0014/2016  
Phone: (02) 6451 1550

1 March 2018

Vision Town Planning Consultants  
PO Box 852  
COWRA NSW 2794  
Sent via email -

Dear Patrick,

***Application for development Consent – request for extension of time to provide additional information***

We write in relation to your application for development consent described below:

▪ Property Address:	1A Jerrara Drive EAST JINDABYNE NSW 2627
▪ Legal Description:	Lot 17 DP 236151 Ph Jinderboine
▪ Property Number:	101319
▪ Application No:	DA0014/2016
▪ Development Proposal:	Twenty One (21) Lot Torrens Title Subdivision

As advised in Councils previous correspondence (19/2/2018) Council resolved at its meeting on the 15/2/2018 to defer consideration of DA0014/2016. This was to allow for the applicant to provide to Council the information referred to in your letter of the 14/2/2018. This information was to be provided to Council 14 days from the date of the February meeting.

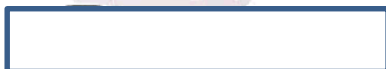
As the decision to allow for a deferral and the accompanying timeframe for receipt of information was a resolution of Council I am unable to change this and cannot provide you with an extension as requested.

As per Councils correspondence to you on 19 February, should the information referred to above not be received by close of business 2 March 2018, the report presented to the February meeting of Council will be reconsidered at the March meeting. Due to your advice that no further information can be presented to Council for consideration at this time the report is being re-presented to the March Council meeting unchanged from that which was presented to February (with the exception of an explanatory note).

If you wish to make any enquiries about your application, please contact Sophie Ballinger, on (02) 6451 1550 between the hours of 8.30am and 4.30pm Monday to Friday. Please quote the abovementioned DA No. when contacting Council.

Yours faithfully  
**Sophie Ballinger**  
Manager Development Assessment

Cc [bottomlinegroup@acr.net.au](mailto:bottomlinegroup@acr.net.au)





44 Macquarie Street  
COWRA NSW 2794  
PO Box 852  
0427 833 941  
ABN: 95 614 159 698  
www.visiontpc.com.au

1 March 2018

Sophie Ballinger  
Manager Development Assessment  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

**Proposal: DA0014/2016 – Request for additional time to prepare development documents**  
**Land: Lot 17 DP 236151, 1A Jerrara Drive East Jindabyne NSW 2627**

I refer to my previous letter dated 14 February 2018 submitted to Snowy Monaro Council requesting the determination of Development Application No. 0014/2016 be deferred and your subsequent letter dated 19 February 2018 providing the applicant Bottomline Group an extension of time until 2 March 2018 to prepare and provide supplementary information.

I am writing to inform you that I have reviewed all the information submitted with the development application and we will require some additional time to prepare all supplementary documents to be submitted in support of the application. As noted in my previous letter, the applicants have only recently engaged my company's services and as you can appreciate there is a large volume of information relating to the development.

In this regard the applicants wish to request that they be permitted to submit additional information up until close of business on 6<sup>th</sup> April 2018. Permitting the submission of additional information by this date will allow Council to carry out any neighbour notification that may be required and for a report to be included in the Business Paper to be tabled at the ordinary meeting scheduled to be held in May 2018. It is considered that if the additional time is not afforded to the applicants that the consequences would be most detrimental to their chance of gaining approval to develop the land.

Can you please write to us to confirm if this additional time can be granted to the applicant? Please contact me if I can provide any assistance.

Yours Faithfully,

Patrick Fitzsimmons  
Town Planner  
Company Founder  
VISION Town Planning Consultants Pty Ltd  
CC/: [bottomlinegroup@acr.net.au](mailto:bottomlinegroup@acr.net.au)

**Sophie Ballinger**

---

**From:** Patrick Fitzsimmons <patrick@visiontpc.com.au>  
**Sent:** Monday, 19 February 2018 5:07 PM  
**To:** Sophie Ballinger  
**Cc:** bottomlinegroup@acr.net.au; Peter Smith  
**Subject:** Re: Confirmation of deferral of decision on DA0014/2016

Good afternoon Sophie,

Thank you for your email, I note the dates and will be in contact very shortly to discuss the submission of additional information.

Yours faithfully,

Patrick Fitzsimmons

Town Planner  
Company Founder  
PO Box 852 COWRA NSW 2794  
Office: 44 Macquarie Street COWRA NSW 2794  
63 423 230  
0427 833 941  
patrick@visiontpc.com.au  
VISION Town Planning Consultants Pty Ltd

On 19 February 2018 at 16:58, Sophie Ballinger <[Sophie.Ballinger@snowymonaro.nsw.gov.au](mailto:Sophie.Ballinger@snowymonaro.nsw.gov.au)> wrote:

Dear Tony,

As previously advised by Peter Smith Council agreed at its February meeting to defer the determination of your development application to allow for further information to be supplied. The Councillors resolved to allow for an addition period of 14 days (from the date of the meeting) to allow for the information referenced in your correspondence from Vision Town Planning to be provided. I have attached the formal correspondence on this matter, please note I have not included in those 14 days the date of the Council meeting of the day after (the day you were informed of the extension). As the Council meeting was recorded you can go to Councils website and view the discussion surrounding that decision. If you have any questions please feel free to contact me and we can discuss the matter.

Regards

Sophie

Sophie Ballinger  
Manager Development Assessment



PO Box 714  
COOMA NSW 2630

Direct (02) 6451 1555  
Phone 1300 345 345  
Fax (02) 6456 3337

[snowymonaro.nsw.gov.au](http://snowymonaro.nsw.gov.au)

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Enquiries: Manager Development  
Our Ref: DA0014/2016  
Phone: (02) 6451 1550

19 February 2018

Bottomline Group  
bottomlinegroup@acr.net.au

***Application for development Consent – determination deferred***

We write in relation to your application for development consent described below:

▪ Property Address:	1A Jerrara Drive EAST JINDABYNE NSW 2627
▪ Legal Description:	Lot 17 DP 236151 Ph Jinderboine
▪ Property Number:	101319
▪ Application No:	DA0014/2016
▪ Development Proposal:	Twenty One (21) Lot Torrens Title Subdivision

Council at its meeting of 15 February 2018 considered the request for a deferral of the above development application made on your behalf by Vision Town Planning Consultants. The letter received 14 February 2018 requested that an extension of time be given so that your consultant can provide to Council further information to address issues raised in the Council report tabled at the February meeting.

The Councillors considered the request and have allowed for an extension of time of fourteen (14) calendar days (from the date of the February Council Meeting) for the information to be provided. As stated in the correspondence it would be expected that this includes information on allotment layout, bushfire impacts, visual impact and residential density and redesign of the development. This information needs to be of a standard that will in Councils opinion allow for the further processing of the development application.

Once the information has been received it will be forwarded to relevant agencies for comment, renotified and advertised (as and where necessary). Upon completion of these processes the application will be assessed based on the information provided and a report will be prepared to the next practicable Council meeting.

Should the information referred to above not be received by close of business 2 March 2018, the report presented to the February meeting of Council will be reconsidered at the March Council Meeting.

If you wish to make any enquiries about your application, please contact Sophie Ballinger, on (02) 6451 1550 between the hours of 8.30am and 4.30pm Monday to Friday. Please quote the abovementioned DA No. when contacting Council.

Yours faithfully  
**Sophie Ballinger**  
Manager Development Assessment



Cc patrick@visiontpc.com.au





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2 March 2018

Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

**Proposal: DA0014/2016 – Request for additional time to prepare development documents**  
**Land: Lot 17 DP 236151, 1A Jerrara Drive East Jindabyne NSW 2627**

I refer to my previous letter dated 14 February 2018 submitted to Snowy Monaro Council requesting the determination of Development Application No. 0014/2016 be deferred. At the meeting of Council held 15 February 2018 it was agreed to provide the applicant 14 days to prepare and submit information in support of the development application. The applicants subsequently received a letter dated 19 February 2018 providing the applicant Bottomline Group an extension of time until 2 March 2018 to prepare and provide supplementary information.

My company has since reviewed the information included in the attachments accompanying the Council assessment report included in the most recent February Business Paper. This is appropriate as the documents included in the attachments represent the final documents submitted in support of the application. Also included in the attachments is the final correspondence between the applicant, Council and the NSW Office of Environment and Heritage.

Council has recommended the application be refused on the basis of assessment of the documents included in the Business Paper Attachments.

Our review of the Business Paper Attachments and the Council assessment report reveals that the process for establishing any impacts on Flora and Fauna has not been finalised by the OEH. This is the case as they have not provided a response to the latest report prepared by *Abel Ecology*. Accordingly, the final design of the subdivision and provision of other information mentioned in Councils assessment report is unable to be prepared and provided to Council.

This report includes a number of recommendations, principally, reaching a resolution in consideration of flora and fauna. Achieving this will allow for finalisation of design and preparation of subsequent information including, colour/materials/architectural schedules, overall landscape and tree retention plan and bushfire Asset Protection Zones.





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We request that Council review the information and recommendations included in this document with a view to enabling a final subdivision design and accompanying documentation by the applicant.

It is requested this report be tabled at a meeting of Snowy Monaro Council for consideration of the recommendations.

Yours Faithfully,

Patrick Fitzsimmons  
**Town Planner**  
**Company Founder**  
**VISION Town Planning Consultants Pty Ltd**  
**CC/: [bottomlinegroup@acr.net.au](mailto:bottomlinegroup@acr.net.au)**



**Table of Findings**

Aspect	Council reason for refusal	Recommendation
<b>1. Flora and Fauna</b>	<i>'1. The subdivision lay out as presented in the application does not adequately mitigate, avoid or offset its negative impacts on the threatened species habitats and the endangered ecological community of Snow gum woodland located on site.'</i>	<b>Recommendation1:</b> It is recommended that the final report prepared by <i>Abel Ecology</i> be forwarded to the OEH for response. It is requested the forthcoming OEH response be provided to the Applicant who can allow their consultants to consider the recommendations and possibly redesign the subdivision accordingly. It is requested Council provide the applicant with sufficient time to complete these tasks.
<b>2. Bushfire</b>	<i>'3. The application has not adequately addressed how it will minimise the risk to residents from bushfire'</i>	<b>Recommendation2:</b> Council complete the referral to OEH included in Recommendation 1. of this report which will allow a conclusion to the flora and fauna outcomes and enable the applicants to identify Asset Protection Zones in the final allotment layout.
<b>3. Visual Impact</b>	<i>'2. The development has an unreasonable visual impact when viewed from nearby residences.'</i>	<b>Recommendation 3:</b> Council provide additional time for the applicants to resolve flora and fauna considerations, subsequent final subdivision design to then provide details of landscaping, tree retention, colour/material schedules



		<i>and devices/design to mitigate light shed.</i>
<b>Subdivision Density</b>	<i>'4. The site proposed within Lot 17 to situate the 20 residential allotments is not suitable for this residential density'</i>	<b>Recommendation 4:</b> <i>Consideration of the appropriateness of the residential density will be completed as part of consideration of the final flora and fauna design.</i>



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## 1. Flora and Fauna

The recommendation included in Council's assessment report on page 298 of the business paper, recommends the application be refused for the following:

*'1. The subdivision lay out as presented in the application does not adequately mitigate, avoid or offset its negative impacts on the threatened species habitats and the endangered ecological community of Snow gum woodland located on site.'*

In the most recent correspondence to Council from the NSW Office of Environment and Heritage (OEH) dated 1 September 2017 included on Page 381 of the business paper attachments, the OEH lists 6 points on which they consider the report and recommendations prepared by *Abel Ecology* to not meet applicable guidelines. A report was subsequently prepared by *Abel Ecology* dated 26 September 2017 and submitted to Council providing a response to the OEH comments in justification of the report's findings and methods in reference to guidelines (Page 387 business paper attachments). The applicant has not received any further correspondence from Council with comments from the OEH in reference to the final report prepared by *Abel Ecology*.

Council has not included any correspondence received from OEH with their report to demonstrate the latest report prepared by *Abel Ecology* has been considered by OEH. In this regard it is assumed the latest report prepared by *Abel Ecology* was not forwarded by Council to OEH for comment.

Consequentially, the process for consideration of any potential impacts on flora/fauna or environs is not concluded and the applicant unable to finalise/amend the proposed subdivision design if required.

As such any potential impacts are not resolved and so cannot be used as a justified reason for refusal of the application.

Consultation with Danny Wotherspoon of *Abel Ecology* in preparation of this document confirms that information included in the flora and fauna report prepared for the proposal explains that measures are included to mitigate, avoid and offset impacts, appropriate and adequate for the legislative framework in force at the time of the development application was lodged.



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*Abel Ecology*

Dr Danny Wotherspoon PhD (Director *Abel Ecology*) has provided professional consultant services in bushfire hazard assessment, flora and fauna since 1991. Danny has stood as an expert witness NSW Land and Environment Court and is currently researching Cumberland Plain Woodland as fauna habitat for a PhD at UWS Hawkesbury.

**Recommendation 1.** It is recommended that the final report prepared by *Abel Ecology* be forwarded to the OEH for response. It is requested the forthcoming OEH response be provided to the Applicant who can allow their consultants to consider the recommendations and possibly redesign the subdivision accordingly. It is requested Council provide the applicant with sufficient time to complete these tasks.



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## 2. Bushfire (depends on finalised outcome of Flora and Fauna assessment)

The recommendation included in Council's assessment report on page 298 of the business paper, recommends the application be refused for the following:

*'3. The application has not adequately addressed how it will minimise the risk to residents from bushfire'*

The Statement of Environmental Effects submitted with the application prepared by *TJ Hawkeswood Scientific Consulting* included on page 11 of the attachments accompanying Council's assessment report states:

*'Detailed inspections of the site by Dr T J Hawkswood has indicated that very few trees will be affected by any APZ requirements and that some of the existing shrubs and herbs within many APZ areas are weeds which should be removed in any case'*

Council goes on to state on page 305:

*'No information was provided as to where and what dimensions these asset protection zones were intended to be.'*

The identification and maintenance of Asset Protection Zones relies on land owners being able to remove/disturb/trim trees and ground cover in a nominated area around a dwelling. Site specific Asset Protection Zones cannot be established until the matters dealing with Flora and fauna outlined in Point 1 of this document are resolved.

**Recommendation2:** Council complete the referral to OEH included in Recommendation 1. of this report which will allow a conclusion to the flora and fauna outcomes and enable the applicants to identify Asset Protection Zones in the final allotment layout.





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### 3. Visual Impact

The recommendation included in Council's assessment report on page 298 of the business paper, recommends the application be refused for the following:

*'2. The development has an unreasonable visual impact when viewed from nearby residences.'*

In this regard, the retention/ inclusion of trees/landscaping positioned in areas reserved between the existing residential development of East Jindabyne and the proposed development in conjunction with the topography will reduce any views of the proposed residential development from existing residences.

However, the applicant has been unable to proceed to confirm the vegetation to be retained and or landscaping to be included as the established outcome for retaining flora and fauna remains unresolved, and thus a final subdivision design is not able to be established. Once this has occurred, the applicants can then prepare a tree retention/landscape plan.

It is stated on page 305 of the Council assessment report that:

*'The Special provision requires Council consider not only the design of subdivision but the design of dwellings to ensure they minimise visual impact. No plans for the proposed dwellings or an indication of the architectural styles proposed was submitted with application or as part of the visual impact statement'*

It is considered that a schedule of materials, colours and proposed architectural features can be prepared and submitted in support of the application. Enforcement of these schedules can be included as restrictions on individual lot titles in favour of Council's future assessment of dwellings on an individual application basis.

Concern is expressed in Council's report on page 322 stating:

*'The development in its current form and location would impact negatively on the surrounding properties in both visual impact of light shed from houses, street lighting and removal of trees.'*



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As established above, the applicant is willing to address landscaping and retention of existing trees once considerations surrounding Flora and Fauna are resolved. Furthermore, the applicant is willing to submit details of mitigation measures to be implemented to reduce any impacts from light shed.

**Recommendation 3:** Council provide additional time for the applicants to resolve flora and fauna considerations, subsequent final subdivision design to then provide details of landscaping, tree retention, colour/material schedules and devices/design to mitigate light shed.



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#### 4. Subdivision Density

The recommendation included in Council's assessment report on page 298 of the business paper, recommends the application be refused for the following:

*'4. The site proposed within Lot 17 to situate the 20 residential allotments is not suitable for this residential density'*

The subdivision layout may change based on the outcome of consideration of the flora and fauna and environs on the site.

Additionally, it can be seen from the contours displayed on the development plans included on page 3 – 5 of the Attachments accompanying Council's report, that large portions of the remaining areas of the site includes very steep terrain that would be impractical to build and would be more visually prominent when viewed from Lake Jindabyne and all surrounding areas given the increased topographical height.

**Recommendation 4:** Consideration of the appropriateness of the residential density will be completed as part of consideration of the final flora and fauna design.



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#### References

1. Council Business Paper, 15 February 2018, Council Assessment Report and Attachments
2. Statement of Environmental Effects, *T. J Hawkeswood Environmental Consulting* 28 June 2015
3. Report prepared by *Abel Ecology* dated 26 September 2017
4. Advice prepared for Snowy Monaro Council by NSW Office of Environment and Heritage Dated 1 September 2017



## Department of Primary Industries

2 March 2018

Our Ref: C18/103

Snowy Monaro Council  
PO Box 714  
COOMA NSW 2630

Dear Sir/Madam,

**DA14/2016 – 21 Lot Residential Subdivision - Rushes Bay Avenue, East  
Jindabyne**

The Department understands that a proposal to construct a 21 Lot residential subdivision on Lot 17 DP236151, at Rushes Bay Avenue, East Jindabyne is currently before Council for consideration.

DPI Fisheries is responsible for ensuring that fish stocks are conserved and that there is no net loss of key fish habitats upon which they depend. To achieve this, DPI Fisheries ensures that developments comply with the requirements of the *Fisheries Management Act 1994* (FM Act) (namely the aquatic habitat protection and threatened species conservation provisions in Parts 7 and 7A of the Act, respectively), and the associated *Policy and Guidelines for Fish Habitat Conservation and Management (2013)* (Policy and Guidelines). In addition, DPI Fisheries is responsible for ensuring the sustainable management of commercial, recreational and Aboriginal cultural fishing, aquaculture and marine protected areas within NSW.

The proposal was not formally referred to DPI Fisheries for comment as it did not trigger the provisions of Integrated Development, however impacts (including direct, indirect, on and off-site, short and long term and cumulative impacts) of any works or activities on fish and key fish habitats should be assessed in all development and planning procedures. Given the significance of the adjacent waterways DPI Fisheries requests an opportunity to make formal comment on the proposal.

The proposal site is bordered by Lake Jindabyne to the north-west and Rushes Creek to the north. Lake Jindabyne is a very popular recreational fishing location. Its waters are regularly stocked by the Department with recreational species, encouraging tourism and supporting the local economy. Rushes Creek is 4<sup>th</sup> order stream within the Snowy River Catchment and is considered to be part of the Aquatic Endangered Ecological Community of the Snowy River. Threats to the Snowy River Aquatic EEC include the degradation of riparian vegetation and the loss of in-stream aquatic vegetation. Both Lake Jindabyne and Rushes Creek are classified as Class 1 (Major), Type 1 (Highly Sensitive) Key Fish Habitats (KFH). Protection of the riparian areas and water quality within the Lake Jindabyne and Rushes Creek are of significant interest to this Department.

As the proposal was not formally referred to DPI Fisheries we have accessed the information available online at Snowy Monaro Regional Council's website. The document reviewed was the "Attachments to Reports' (under separate cover) part 1 of 2 from the Ordinary Council Meeting of 15 February 2018". Should further

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Aquatic Ecosystems

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1 of 2

relevant information, reports or assessments relating to the proposal be available, we request an opportunity to review this information and make further comment.

Based on the documentation reviewed, we make the following comments:

#### **Aquatic Habitat**

The area is adjacent to Lake Jindabyne and Rushes Creek, both classified as Class 1, Type 1 Key Fish Habitats. Detailed information in regard to the nature and value of aquatic habitat adjacent to the site, potential impacts generated from the development and adequate mitigation strategies designed to achieve **no net impact** on KFH, as detailed in Section 3.3.1 of DPI Fisheries Policy and Guidelines should be considered.

#### **Riparian Vegetation Buffer**

Effective riparian buffer zones are essential for water quality, bank stabilisation and to maintain KFH. DPI Fisheries generally requires riparian buffer zones to be established and maintained for subdivisions adjacent to Type 1 Class 1 waterways (Section 3.2.4.2 Policy and Guidelines).

Provision for a riparian buffer has not been included in the proposal.

A riparian buffer zone that complies with the Policy and Guidelines, along with a plan delineating clear goals for the management, protection and rehabilitation of this zone should be included as part of the proposal.

#### **Sediment and Erosion**

There is widespread evidence that sediment and nutrient inputs to freshwater streams have an adverse impact upon aquatic habitat values and fish communities.

A subdivision at this location represents a very significant change in land use from what currently exists. Very substantial surface disturbance of the site over many years is necessary in order to complete the development. The Department supports a policy of **Neutral or Beneficial Effect** (NorBE) on water quality in all new greenfield developments.

An assessment relating to potential stormwater impacts likely to be generated by development during both construction and operation should be included. The assessment should consider the type and nature of soils (ie; erodibility and dispersibility) and slope gradients within the proposal area.

A stormwater mitigation and management plan addressing the identified impacts should be included as part of the proposal.

Without consideration of the above factors and the incorporation of appropriate mitigation measures this proposal represents a risk to water quality, habitat and fauna in adjacent waterways and is not supported by DPI Fisheries in its current form.

If you require any further information, please contact me on (02) 4428 3406.

Yours sincerely



Jillian Reynolds  
Fisheries Manager  
Aquatic Ecosystems - South Coast



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**Sophie Ballinger**

---

**From:** Sophie Ballinger  
**Sent:** Thursday, 28 September 2017 8:43 AM  
**To:** 'ROG South East Region Mailbox'  
**Subject:** DA0014/2016  
**Attachments:** Letter from Abel Ecology.pdf

Hi Lyndal and Allison,

Attached is the response I have received to Councils request for further information in relation to the subdivision at East Jindabyne. If you could let me know your thoughts on this one it would be much appreciated.

Thanks

Sophie

**Sophie Ballinger**

---

**From:** Shane Trengove  
**Sent:** Friday, 2 March 2018 4:11 PM  
**To:** Sophie Ballinger  
**Cc:** Margaret Mackinnon; Antoinette Braeder;  
**Subject:** Fwd: Re: Rushes Ck development

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Sophie,

We (JERCS) have been seeking advice from Aboriginal people who we know something about Rushes Ck and can give a better insight into the cultural significance of the locality than was conveyed in the consultant's report for the proposal. I sent the cultural heritage assessment report to Alice Williams (a Wolgalu Elder) who lived in this area and has been into the gorge and understands it quite well.

Her comments are provided below and we want them taken into consideration along with any further information that the developer has provided as permitted by Council at its meeting on 15 February 2018.

Regards,

Shane Trengove

**To:**  
"Shane Trengove"  
**Sent:**  
Fri, 2 Mar 2018 00:41:06 +0000  
**Subject:**  
Re: Rushes Ck development  
Hi Shane

After looking at the information forwarded i have made the following responses that you can pass on to council

Firstly the area in which the proposed development is situated is a place that is of high cultural significance to Aboriginal women and Rushes Creek holds many places that are important to cultural LORE

The cultural landscape in which the development is to occur is connected to other sites in the Jindabyne area associated with movement of Aboriginal groups to the Alpine areas for ceremonial and resources collection

Rushes Creek was an access point to the valley floor for groups coming off the monaro plains and a meeting place and camping area while cultural protocols were adhered to before moving further up the Alpine valley and was one of many such places located in the area with one such place being Curisioty Place a registered Aboriginal Place

There needs to be another survey undertaken by Aboriginal women who have a connection to the area that also includes other Aboriginal groups who are associated with the area through ceremony, kinship and totemic marriage lines because stories of connection to this place were passed down through many families

The cultural integrity of the proposed area would be compromised if this proposal was to go forward without future consultation and access would be blocked which would not allow Aboriginal people to access this very important Aboriginal place into the future. I would also be concerned regarding weed and soil erosion and how pollution runoff would be mitigated so not to corrupt the cultural integrity of the place

Hope this is helpful and look forward to hearing back from you in regards to the development application

Alice Williams  
Wolgalu Elder

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### 15.3 LAKE WALLACE DAM - ACCESS TO RESERVIOR FOR FISHING

Record No:

Responsible Officer: Director Operations & Infrastructure  
Author: Project Manager  
Key Direction: 6. Managing Development and Service Delivery to Retain the Things We Value  
Delivery Plan Strategy: DP6.1.1.1 Ensure security of supply and extraction of water to meet the growing needs of residents and visitors.  
Operational Plan Action: OP6.1 Development of Regional Water Asset Management Plan  
Attachments: Nil

#### Cost Centre

Project Lake Wallace Dam Biodiversity Offset

Further Operational Plan Actions: OP1.2 Ensure that the local planning framework facilitates the protection of water quality and biodiversity.

OP1.14 Council have safe, reliable, sustainable and cost effective assets through the management of facilities.

### EXECUTIVE SUMMARY

Lake Wallace Water Storage Dam was constructed to provide water security for the township of Nimmitabel. The Nimmitabel water supply is an un-filtered, un-treated supply, receiving chlorination only. The current operational plans of the site have been developed to ensure compliance with the Australia Drinking Water Guidelines and the risk to public health is minimised.

Lake Wallace Water Storage Dam is located within a sensitive environment with much of the surrounding vegetation belonging to two endangered ecological communities listed under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 and the NSW Threatened Species Conservation Act 1995. Construction of the dam required the establishment of direct biodiversity offsets sites to compensate for the impacts of the project.

Management of the dam and surrounding offset sites is governed by the actions outlined in the Offset Management Plan (OMP) for the Lake Wallace Storage Dam and associated infrastructure (NGH Environmental 2015) and the legally binding Conservation Property Vegetation Plan (PVP00029). This includes the land up to the reservoir (water's edge).

A core management objective of the site is to protect and enhance water quality and aquatic habitat. Under the Offset Management Plan, the dam would be managed for conservation as an integrated whole with the surrounding terrestrial ecosystems. Pigring Creek belongs to the threatened Aquatic Ecological Community in the Catchment of the Snowy River in NSW. The community includes all native fish and aquatic invertebrates within all rivers, creeks and streams. Allowing public access to the site for recreational (fishing) purposes and the release of alien fish species at Lake Wallace would be inconsistent with the management objectives of the site.

---

In accordance with current guidelines a minimum of a two barrier approach to water supply is required to minimise the risk to public health. This means Council must ensure that we have two barriers in place to ensure the water quality provided to the community is secure.

For Lake Wallace Water Storage Dam, the two barriers are:

1. Insolation of riparian zone from un-authorized access, this includes animals and people, and
2. Chlorination of water before distribution to the community.

If one of these barriers was reduced or eliminated, then an additional barrier would be require to be put in place.

Allowing public access to the riparian zone would mean that we would lose the first barrier. An additional barrier would be required. This will be in the form of water treatment plant for the Nimmitabel Water Supply and could cost Council an additional 1.5Million (estimated).

If the first barrier is breached and another process not installed in place, it would leave Council exposed to an unmanageable risk to human health.

An alternative option is to establish a refuge for aquatic threatened species. This is consistent with the current management plan, authority's concurrent approvals for the site and would require the development of a Management Plan for the reservoir to be developed.

The following officer's recommendation is submitted for Council's consideration.

#### **OFFICER'S RECOMMENDATION**

That Council:

- A. Do not allow public access to the Lake Wallace site as the risk to the water quality provided to the Nimmitabel community for human consumption is unmanageable.
- B. Confirms that the Lake Wallace site is to continue to be managed as a Conservation Area under the approved Offset Management Plan and Conservation Property Vegetation Plan.
- C. Develop a Management Plan for the reservoir, including review of consideration of establishing a refuge for aquatic threatened species with all relevant authorities.
- D. Develop information and interpretive signage for the Conservation Area to be installed at Lake Williams, in Nimmitabel Township.

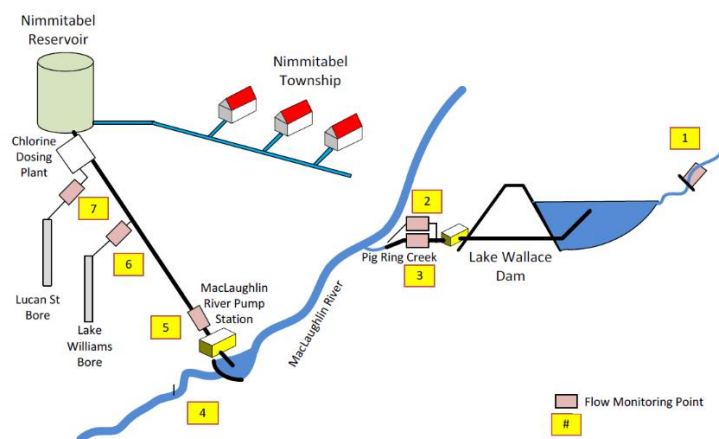
#### **BACKGROUND**

This business paper is to investigate the feasibility of allowing public access to the Lake Wallace Water Storage Dam for the purposes of recreational fishing.

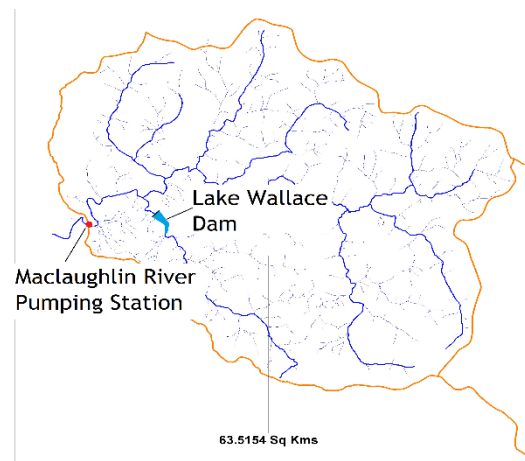
The Lake Wallace Water Storage Dam was completed in 2014 to provide the township of Nimmitabel with water security; providing supplementary water during time of low or no flow in the MacLaughlin River. Lake Wallace Dam is a 320ML water storage facility.

The Lake Wallace Water Storage Dam on Pigring Creek was approved under the NSW Environmental Planning and Assessment Act 1979 and the Commonwealth Environmental Protection Biodiversity Conservation Act 1999. Alongside water supply, biodiversity conservation is the primary long term management objective of the sites.

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**Figure 1:** Schematic of Nimmitabel Water Supply



**Figure 2:** Nimmitabel Catchment Area

The catchment area for Nimmitabel is small. The water supply is un-filtered, un-treated and has only chlorination. It is critical that the quality of the raw water is maintained to meet the project objective which is to provide water security to the Nimmitabel Township. Any change in management that may risk this must be thoroughly assessed.

### Current Water Management

The Lake Wallace Dam was constructed to provide drought security for the water supply for the township of Nimmitabel.

The existing sources of water for the Nimmitabel water supply was the MacLaughlin River and two bores sunk into fractured rock aquifers located in the village at Lucan Street and Lake Williams.

During periods of drought, there was occasions when water extraction from the MacLaughlin River was impossible due to very low or no flows, and the village became reliant on bore water. Bore water levels were also affected by drought and as such, Nimmitabel was subject to unacceptably severe and extended water restrictions.

A detailed options study identified the construction of a 320ML water storage dam on Pigring Creek as the most feasible option for securing the towns water supply. This volume is sufficient for drought mitigation and water supply security for Nimmitabel, based on current town demand and accounting for evaporative losses and dead storage in the reservoirs.

In accordance with current guidelines a minimum of a two barrier approach to water supply is required to minimise the risk to public health. This means Council must ensure that we have two barriers in place to ensure the water quality provided to the community is secure.

For Lake Wallace Water Storage Dam, the two barriers are:

1. Insolation of riparian zone from un-authorized access, this includes animals and people, and
2. Chlorination of water before distribution to the community.

If one of these barriers was reduced or eliminated, then an additional barrier would be require to be put in place.



Allowing public access to the riparian zone would mean that we would lose the first barrier. An additional barrier would be required. This will be in the form of water treatment plant for the Nimmitabel Water Supply and could cost Council an additional 1.5Million (estimated).

If the first barrier is breached and another process not installed in place, it would leave Council exposed to an unmanageable risk to human health.

### Current approved land use

As a condition of State and Commonwealth approval, Council was required to establish direct offset sites to compensate for the impacts of the project, as detailed in the Biodiversity Offset Strategy (NGH environmental 2013). Direct biodiversity offsets are areas of land similar and generally close to the area impacted by a proposal which are set aside permanently and managed for conservation.

Council purchased 258 hectares of land to support the construction of the dam and the biodiversity conservation land.

Lake Wallace Water Storage Dam is located within a sensitive environment with much of the surrounding vegetation belonging to two endangered ecological communities listed under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 and the NSW Threatened Species Conservation Act 1995. Construction of the dam required the establishment of direct biodiversity offsets sites to compensate for the impacts of the project. These sites are located on Pigging Creek and include the Lake Wallace Water Storage Dam site itself.

Table 1 (below) provides a summary of the offset requirements for the two EEC for the project. The final size of the biodiversity offset area required for the project was determine by the offset ratios. As can be seen below, the Natural Temperate Grassland ratio was the critical determining factor. Council is required, in perpetuity, to ensure the area of these two EEC is maintained or improved.

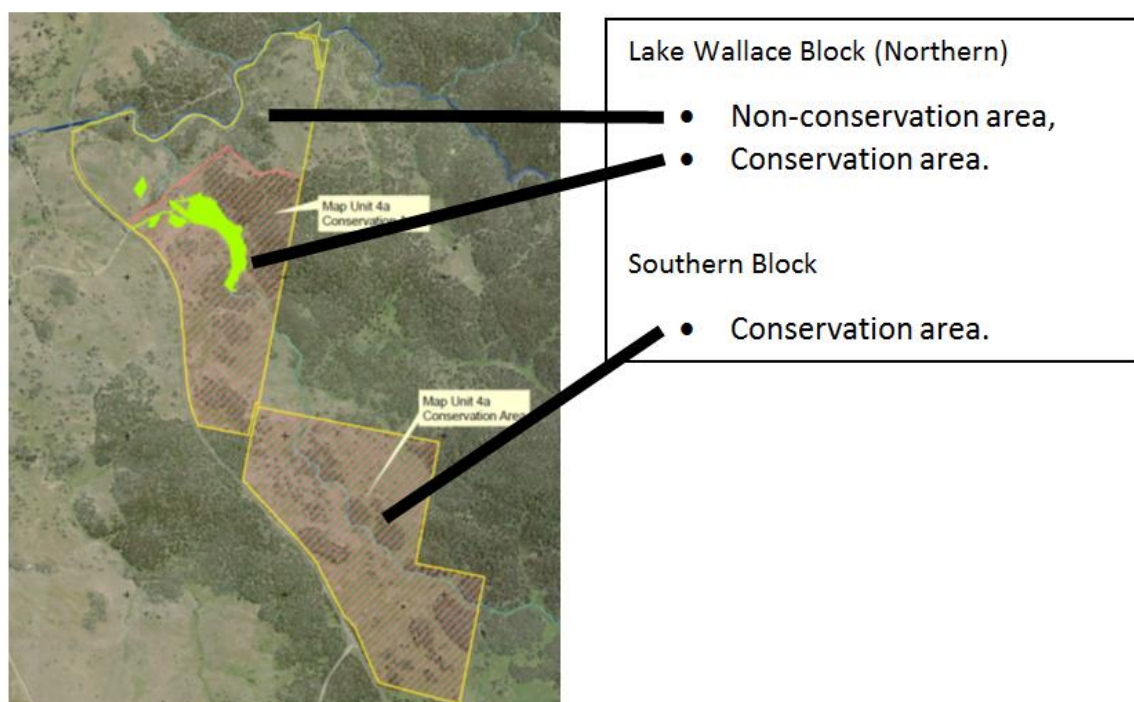
Table 1: EEC offset requirements and offset areas within the site (Offset Management Plan 2015)

EEC	Offset requirement (ha)	Lake Wallace block (ha) <sup>1</sup>	Southern blocks (ha)	Requirements met?
<b>Snow Gum – Candlebark Woodland</b>				
secondary grassland high quality	7.72-19.30	13.52	42.40	Yes
secondary grassland low quality	1.24-3.10	20.84	39.78	Yes
structural woodland	13.28-33.21	23.06	28.06	Yes
<b>Natural Temperate Grassland - Wet Tussock Grassland association</b>	7.52-18.80	0.57	9.71	Yes

<sup>1</sup>excluding proposal impact area

Management of the dam and surrounding offset sites is governed by the actions outlined in the Offset Management Plan (OMP) for the Lake Wallace Storage Dam and associated infrastructure (NGH Environmental 2015) and the legally binding Property Vegetation Plan (PVP00029).

Figure 1 (below) is a mapped area of the Conservation Areas at the Lake Wallace Site.



**Figure 1: Lake Wallace Conservation Area**

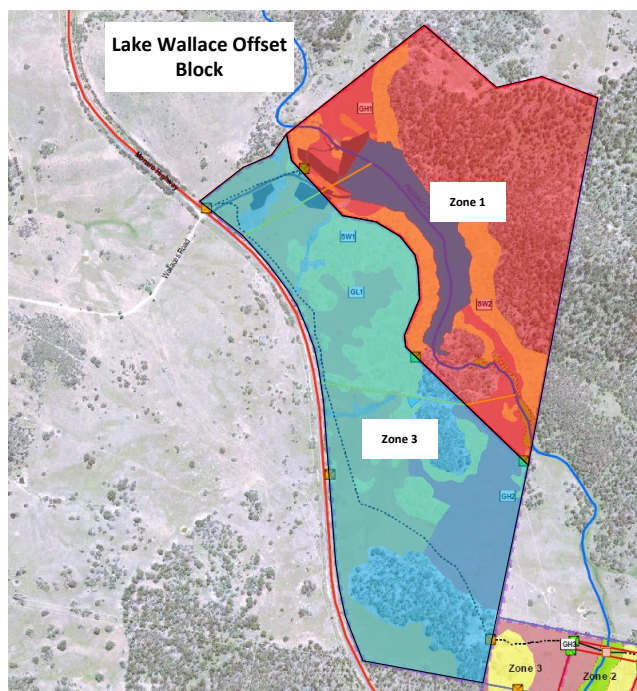
The conservation area is then broken down into 3 management zone. Details permitted activities for each zone can be found in the table below.

The over-riding priority for managing these areas is biodiversity conservation - any actions which would result in damage to the EECs would be inconsistent with the Offset Management Plan and legally-binding PVP. The management of the reservoir (water body) isn't directly addressed in the Offset Management Plan (OMP) although several measures in the plan are designed to protect water quality and aquatic habitat.

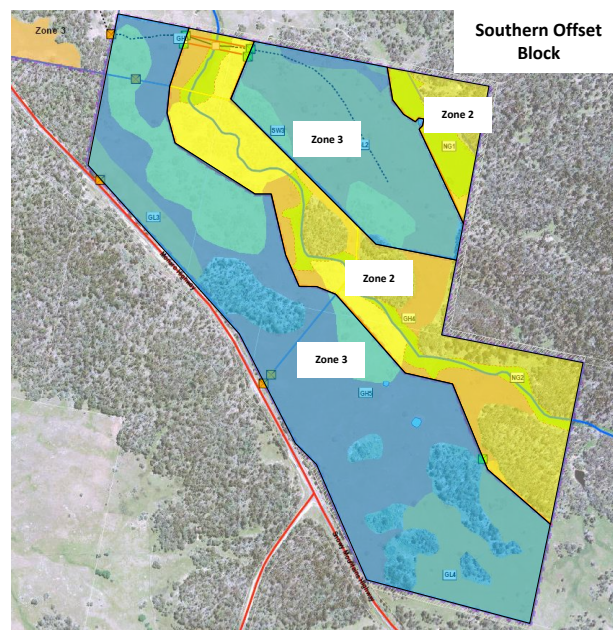
Table 2: Management Zones (Offset Management Plan 2015)

15.3 LAKE WALLACE DAM - ACCESS TO RESERVIOR FOR FISHING

Management zone		Management priorities	Permitted activities
1	Lake Wallace riparian buffer and catchment forest - Lake Wallace offset site	Catchment protection Small Snake Orchid conservation	Pest plant control (Round-up Biactive within 50 metres of dam) Pest animal control Maintenance of infrastructure (fences)
2	Pigging Creek riparian buffer and Wet Tussock Grassland - southern blocks offset site	Vegetation protection (Natural Temperate Grassland EEC and Snow Gum Woodland EEC) Catchment protection	Installation of stock crossing on Pigging Creek Pest plant control (Round-up Biactive only) Pest animal control Short term grazing , slashing if required and recommended by ecologist after monitoring Ecological burning to reduce grass biomass if required and recommended by ecologist after monitoring, and subject to consultation with OEH Maintenance of infrastructure (fences, stock crossing) Thinning of dense eucalypt regeneration to 5-10 metre spacing if required, based on ecologist advice
3	Grassland, woodland and forest (grazed) - Lake Wallace offset site and southern blocks offset site	Vegetation protection (Snow Gum Woodland EEC)	Stock grazing Farm dam renovation Installation of reticulated stock watering system (tank and trough) if required Stock shelter Access track upgrading Pest plant control Pest animal control Maintenance of infrastructure (fences, tracks, stock watering system) Targeted removal of eucalypt seedlings in existing grassland areas if required



**Figure 2:** Lake Wallace Offset Block Zone identification



**Figure 3:** Southern Offset Block Zone identification

Regular grazing is allowed in Zone 3, however no grazing in these areas are allowed between 1 October and 31 January, or if live pasture cover fall below 80% or less than 50mm.

The proposal to allow access to the site for the purposed fishing would primarily affect Conservation Management Area Zone 1 (Lake Wallace Offset Block).

Zone 1: Lake Wallace Offset Block – Riparian Buffer and catchment forest zone, including site infrastructure

Zone 1 has the highest level of management in place. All activities are excluded from this area, with the exception of plant and animal control, fence repairs, and operational (infrastructure) activities.

“Best practice riparian habitat protection and advice from NSW Fisheries (T.Daly 12 August 2010) indicated that the fencing should be provided a minimum 50meter buffer from the top water level of the water storage and either side of Pigging Creek” (Offset Management Plan 2015). The purpose of the riparian buffer is a vegetated area adjacent to the reservoir that provides protection for the water quality. This keeps the water clean by removing sediments and nutrients, especially nitrogen. In addition, it provides bank stabilisation and aquatic and wildlife habitat.

This is the first barrier of protection for water quality for Nimmitabel.

The slopes at the edge of the dam belong to the NSW Snow Gum Woodland EEC, and the creek flats upstream of the dam is the Commonwealth Natural Temperate Grassland EEC. All of the EEC areas were included in the ratio calculations for the offset sites. The Snow Gum Woodland EEC around the dam forms part of the NSW biodiversity offset and the Natural Temperate Grassland EEC in the Lake Wallace block upstream of the dam forms part of the Commonwealth offset.



By excluding all access to this part of the conservation area, regrowth of the EEC is encouraged. The standard operating philosophy for Lake Wallace is for it to be full at all times. This will create the natural environment for regrowth in this fragile area, as well as protecting water quality.

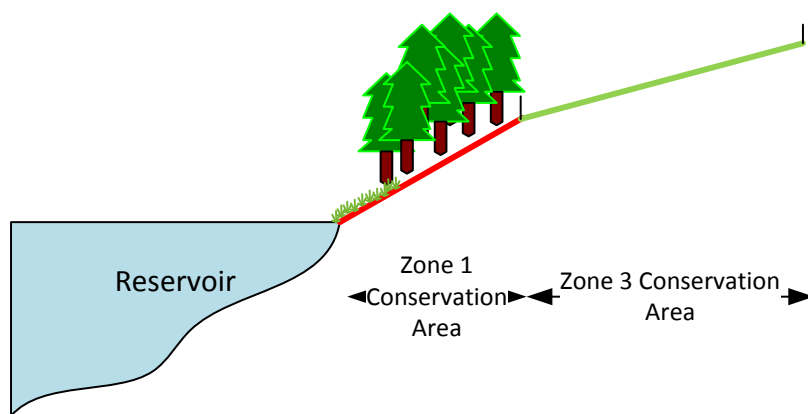


Figure 3: Cross section of conservation area

### Aquatic Management

A core management objective of the offset site is to protect and enhance water quality and aquatic habitat. Under the Offset Management Plan, the dam would be managed for conservation as an integrated whole with the surrounding terrestrial ecosystems. Pigring Creek belongs to the threatened Aquatic Ecological Community in the Catchment of the Snowy River in NSW. The community includes all native fish and aquatic invertebrates within all rivers, creeks and streams.

The Southern Pygmy Perch, listed under the Fisheries Management Act, is known to occur in the Snowy River Catchment and there is potential habitat for the species in parts of Pigring Creek. Establishment of the dam modified the existing riverine habitat to a lake habitat. This has the potential to change the assemblage of aquatic flora and fauna species during the first few years of the dam establishment.

‘Given the ecological sensitivity and management context of the site, any fish release should be preceded by a detailed impact assessment’ (Offset Management Plan 2015). Any consideration of fish stocking should be deferred until habitat resources have developed and the natural trajectory of the dam ecosystem, including natural colonisation, can be assessed. Natural habitat features which need to develop for fish survival and productivity include macrophyte and invertebrate populations and woody and fine organic debris.

Subject to the development of suitable habitat, and in accordance with the Department of Primary Industries (DPI) (Fisheries) approval, Council should develop a Management Plan for the reservoir to establish a ‘refuge for aquatic threatened species’.

The release of alien fish species, including salmonids, which have been shown to be antagonistic to native fish species, at Lake Wallace would be inconsistent with the management objectives of the site. While alien fish such as trout are widespread and important recreational species, their release is not appropriate in locations where biodiversity conservation is the priority (NGHenvironmental).

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**Important Notes:**

- An aquatic assessment and Assessments of Significance were prepared for the South Pygmy Perch and the Aquatic Community in the REF. One of the key threatening processes for both entities includes the introduction of fish to waters within a river catchment outside their natural range. The assessment was undertaken based on the consideration that the dam would not be stocked with fish.
- One of the recommendations in the REF was that DPI would be provided with the opportunity to establish a permanent aquatic wildlife sanctuary within the proposed dam subject to agreement by former CMSC. This could be facilitated by stocking of threatened species and control measures to ensure exotic and invasive species do not establish. Stocking of the dam was not considered during the REF.
- In terms of the aquatic community, it is considered that the presence of introduced fish species (Goldfish, Eastern Gambusia, Brown Trout, Redfin Perch, Atlantic Salmon, Brook Trout, Rainbow Trout, Oriental Weatherloach and Yabbies) have a range of detrimental impacts including predation, competition, modification of habitat and providing vectors for the spread of disease and parasites.  
([http://www.dpi.nsw.gov.au/\\_\\_data/assets/pdf\\_file/0007/635956/Endangered-ecological-community-of-the-snowy-river-catchment-in-NSW.pdf](http://www.dpi.nsw.gov.au/__data/assets/pdf_file/0007/635956/Endangered-ecological-community-of-the-snowy-river-catchment-in-NSW.pdf))

The release of suitable native species is a possibility but would need further assessment and advice. The release of native species would likely not be possible if trout had been released in the dam.

**Access to Lake Wallace Reservoir for the purposes of fishing**

To allow access to the reservoir (water body) for the purposes of fishing would require the current approvals to be modified. The following government departments would need to provide concurrent consent to the proposed modification:

- Department of Environment (Federal),
- Office of Environment and Heritage,
- Office of Environment and Heritage (Aboriginal Heritage Impact Permit),
- Office of Water,
- Department of Primary Industries (Fisheries),
- Development Approval (Council).

For the proposal to be considered, the supporting documentation would need to be reviewed and modified. This would include the following documentation:

- Review of Environmental Factors (REF),
  - Species Impact Statement,
  - Offset Management Plan,
  - Property Vegetation Plan,
  - Aboriginal Heritage Impact Assessment,
-



- Condition of Approval review and risk assessment.

In addition, because the site would be open to the public we would need to undertake a detailed risk assessment to determine what control measures would need to be put in place to reduce Council's public liability.

The table below provides a summary of modification consent requirements if a proposal for fishing was to be considered.

Table 3: Project Plan consent modifications required

Project Plan	Description
Water Quality	Review of Australian Drinking Water guidelines to assess compliance with two barrier approach for water supply.
Offset Management Plan Conservation Property Vegetation Plan	Seek approval from authorities (Office of Environment and Heritage, Office of Water, Department of the Environment, Department of Primary Industries (Fisheries)) to modify the OMP and PVP to permit 'walking around the edge of the reservoir within the riparian buffer zone and stocking of reservoir with fish.
Aboriginal and Cultural Heritage	Seek approval from the Office of Environment and Heritage, via an Aboriginal Heritage Impact Permit to allow modification to permitted activities be undertaken.
Review of Environmental Factors, Species Impact Statement (including Aquatic Habitat Assessment)	Undertake a review of all project approval documentation, and determine impact of allowing public access for fishing, stocking of the reservoir with fish, impact of alien fish on Aquatic Ecological Community in the Catchment of the Snowy River in NSW.
Development Application	<p>Modify Development Approval with Council to allow the change in permitted activities.</p> <p>Access of impact would be required for:</p> <ul style="list-style-type: none"> <li>• Land zoned RU1 Primary Production Agriculture</li> <li>• Scenic Protection Area</li> <li>• Terrestrial Biodiversity</li> <li>• Bushfire Prone Land</li> <li>• Riparian land and watercourse (River Buffer)</li> <li>• Drinking water catchment</li> </ul>
Reservoir Management Plan	Develop a reservoir management plan, in conjunction with Council, Department of Primary Industries (Fisheries), Office of Environment and Heritage.

The cost estimate to review this documentation and seek concurrence for the modification could be up to \$300,000.

### Infrastructure Upgrades

It is expected that if the proposal was approved, the following infrastructure upgrades would be required.

There is no budget allocation for these works. This upgrade to the facility is not related to the water supply directly and would therefore be funded through Council's general fund or grant funding with upgrade of treatment funded through Water Fund.

Table 4: Infrastructure Upgrade requirements

Authority	Description	Cost Estimate
RMS Approval	Upgrade to site entrance – including establishment of BAR/BAL type arrangement from the Monaro Highway site access road	+ \$400,000
RMS / Council	Establishment of a car park with 10-15 spaces at the entrance to the walking access track.	\$70,000
Council	Fencing and access modifications. Changes to the location of gates, alignment of fencing changes and installation of pedestrian access gates.	\$30,000
Council	Installation and maintenance of waste bins, toilet facilities at the car park.	\$150,000 + \$15,000 (Annually)
Council	Installation of security fence and signage to isolate operational area from public access	\$100,000
Council / Office of Environment and Heritage	Installation of security fence and signage to isolate cultural significant areas from public access.	\$50,000
Council / Office of Environment and Heritage	Installation of fence to restrict access to riparian zone along the water's edge.	\$40,000
Council / Office of Environment and Heritage / Office of Water	Additional site monitoring. Staff inspection of the public access site weekly.	\$15,000 (Annually)
Office of Water	Installation and operation of a filtration plant for the Nimmitabel Water Supply.	+ \$1,500,000 + \$150,000 (Annually)
<b>TOTAL</b>		<b>\$2,340,000 +  \$180,000 (Annually)</b>

### Access locations

It is expected that there would be 2 access exclusion zones required at the Lake Wallace Reservoir. The figure below illustrates the location of the 2 expected exclusion zones:

- Exclusion Zone 1: Operational Infrastructure. Specifically excluded access to spillway, bridge, dam wall, valve house, exclusion zone of 50m from the inlet trunnion arm.
- Exclusion Zone 2: Cultural significant area. Isolation of public access to culturally significant location.

Because of these 2 restrictions, access for fishing may only be able to be given on one side of the reservoir, extending 400m along the reservoirs edge. Noting that the width of the water table at this point is approx. 100m, and the depth is shallow.

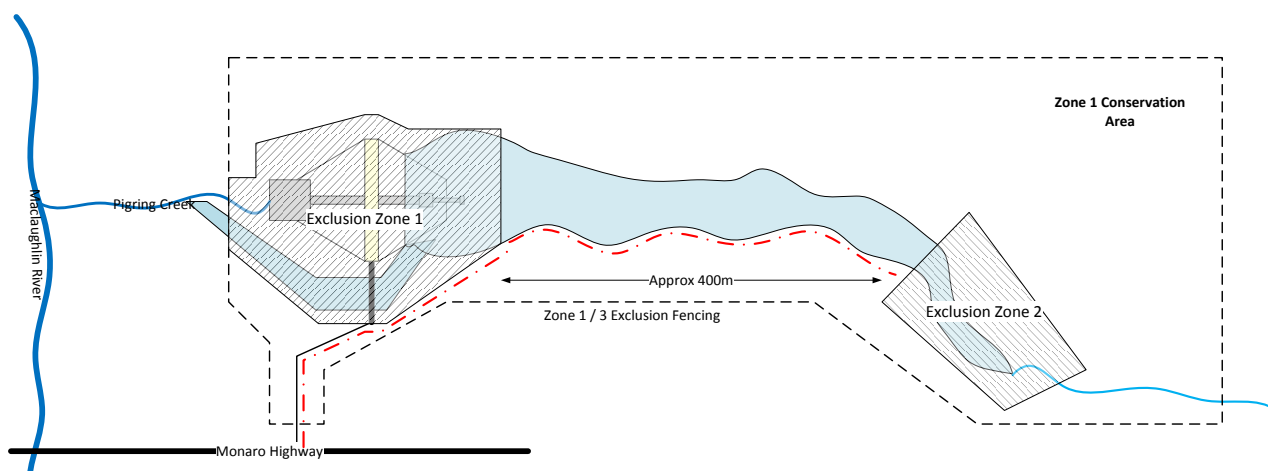


Figure 4: Illustration on proposed fishing access path.

The picture below shows some of the Exclusion Zone 1 around the facilities infrastructure. It is critical to exclude public access from this area to protect Council's operational assets, and to ensure safety of the public. This area contains the inlet trunnion arm and spillway. Public access to these area would contradict dam safety guidelines and would place a significant liability on council as a result.



Picture 1: Proposed Exclusion Zone 1

The biodiversity conservation area across the whole site restricts any access from 1 October to 31 January each year to allow re-generation of the native grasses during this growth period. It is possible that if this proposal was agreed to by all authorities that access to the reservoir could be restricted during this growth time, fishing access would be limited from 1 February to 30 September each year.

### **Water quality**

The reservoir and dam is currently in the 'settling' period. During this time the natural sediment of the inundation area settles and the growth of natural organisms begins. Because of the design of the reservoir (shallow, narrow width, and no natural flow) there is a risk of excessive algae growth in the water body.

Research shows that algal blooms are most likely to occur when:

- the water is calm
  - the water temperature is warm (above 20°C)
  - there are low or no flows
  - the water is fairly clear
  - pH is slightly alkaline
-

- dam water layers are stratified and do not mix.

The Lake Wallace reservoir sees most of the criteria for a possible algal bloom.

The water quality is monitored regularly to ensure we understand the risk to the community for algae and have alternative water sources that can be used to supply the Nimmitabel Township with suitable drinking water.

However if an algal bloom did occur it would have detrimental effect on the ability of the facility to provide water security to the Nimmitabel township and aquatic habitat due to the depletion of oxygen levels in the water. If too much oxygen is lost, further water quality problems can arise including the release of iron and nutrient from sediments, kills of fish and other aquatic animals and the production of noxious gases such as hydrogen sulphide.

The reservoir design is that the deep body of water (over 7m) is at the inlet location, and then rapidly becomes a shallow body of water (generally 4m) and narrower. The deeper section of the reservoir is included in the exclusion zone 1.

The water temperature monitoring over the last 12 months indicates:

- Top water (first 1m): 15deg to 25 deg annually
- 4 m depth: 12deg to 21deg annually
- 7m depth: 8deg to 12deg annually

Prior to any fish been stocked in the reservoir, a detailed assessment of the suitability of the environment for fish survival would be required.

### **Fishing Data**

Attached to this report is a document provided by the Monaro Acclimatisation Society (MAS). This document provides responses to a number of key questions.

MAS estimate that over a 12mth period approximately 2130 people would visit the site (a maximum of approximately 12 people per day during peak times).

From tourism studies in the region it is estimated that a visitor would generally spend \$30 in the township per stop. Based on this, \$63,900 could be invested in the region. However it is expected that a majority of these users would already currently be visiting the area for fishing at other location and therefore the financial advantage would be a change of spending location rather than additional funds for the region.

Whilst we cannot predict the financial benefit to the local Nimmitabel economy, as the immediate area does not have additional services and not all the visitors to the facility would stop in Nimmitabel, the benefit might be as little as 30% of the total visitor spend (\$19,170).

### **Case Study – Yellow Pinch Dam, Bega**

Yellow Pinch Dam in Bega Valley Shire Council is a 3000ML water storage facility for Merimbula. Initially the facility was open to recreational use and had toilets, car parking and rubbish collection units installed. Approximately 2 years ago, the Bega Valley Shire Council closed this facility for all recreational activities.

The overarching reason for the closure of this facility included:

- Increase risk with the water quality to be provided to the community.
  - Increase popularity of the location, with regular overnight visitors at the site.
-

- Excess Rubbish and unauthorised dumping of materials.
- Vandalism of facilities and infrastructure.

The Yellow Pinch Dam is similar to the Lake Wallace Water Supply Dam but it has a significantly greater volume of water. The risks and the issues would still be the same faced at Lake Wallace if the facility was opened to the public.

### Summary

The function of the Lake Wallace Water Storage Dam is to provide water security to the Nimmitabel township. In conjunction with this, Council is required to manage the surrounding land area as Biodiversity conservation areas in perpetuity.

The Monaro region is well known as a fishing destination with a large river network for fishing available and some smaller lakes.

The proposal to allow public access to Lake Wallace is considered a high risk activity. It could lead to significant negative impacts to water quality and the biodiversity conservation areas of the site.

The benefit to the local community and region does not outweigh the risks to public health for Nimmitabel community.

Table 5: Summary of advantages and disadvantages for allowing public access for fishing at Lake Wallace Water Storage Dam

	Description	Financial Estimate
<b>Advantages</b>		
Economic Development	Could lead to additional spending in the local township of the visitors	\$19,170 - \$63,900
Visitors	Could lead to 2130 people per year visiting the site. However, this will mostly be people already fishing the Monaro region.	-
<b>Disadvantages</b>		
Approvals	Would require concurrent consent modification.	+ \$300,000
Infrastructure Upgrades	Various infrastructure upgrades and modifications.	\$2,340,000 + \$180,000 (Annually)
Environmental	Would be in conflict to the current approved management plan for the area as a Conservation area.	-
Water Quality	Additional risks to the provision of suitable water to the Nimmitabel Township.	-

Unless additional water treatment processes are provided for this water supply system, allowing public access to the facility, and in particular within the riparian zone, leaves an unmanageable risk to human health.



### Process for allowing access to Lake Wallace Water Supply Dam for the purposed of recreational fishing

If it was decided that the proposal to allow recreational fishing access to the Lake Wallace Water Supply Dam was acceptable, the following approval process would be required:

Step		Description	Cost Estimate
1	Revised Management Plans	The applicant would be required have all project approval documents revised to consider the impact of allow public access to the water's edge, and the impact of rainbow trout on the aquatic ecology of the site.	+ \$300,000
2	Development Application	The applicant to submit a Development Application for concurrent approval. Application will need to address the project plans, and the land classification, including: <ul style="list-style-type: none"> <li>• Land I zoned RU1 Primary Production Agriculture</li> <li>• Scenic Protection Area</li> <li>• Terrestrial Biodiversity</li> <li>• Bushfire Prone Land</li> <li>• Riparian land and watercourse (River Buffer)</li> <li>• Drinking water catchment</li> </ul>	
3	Conservation Property Vegetation Plan (PVP)	The application would be required to revise the PVP to include any condition changes.	
4	Leaseholder agreement	Council would be required assess these change, and determine impact on the current lease agreement for the property.	
5	Infrastructure Upgrades	Undertake all Infrastructure Upgrades as required by the Development Application process.	
		General Fund	\$840,000
		Water Fund	\$1,500,000
6	Ongoing Operations and Maintenance	General Fund	\$30,000 per year
		Water Fund	\$150,000 per year

### Alternative Option - Establishment of Threatened Species Refuge

In accordance with recommendation from the Review of Environmental Factors (REF) and the Department of Primary Industries (Fisheries) concurrence consent if public access to the water was not considered.

“Fisheries NSW welcomes further discussions regarding the long term use of the Wallace Lake, including the feasibility of Council’s proposal of establishing a refuge for aquatic threatened species.”

The establishment of the refuge has significant opportunities for the wider region, being able to grow threatened species of fish. This would complement the surrounding conservation management of the land surrounding the site.

The table below provided a summary of some of the cost items that may be needed to be considered if the reservoir was stocked with threatened species to create a refuge.

There is no budget allocation for these works. This modification is not related to the water supply directly and therefore a majority of these costs would be funded by Council’s general fund or grant funding.

Table 6: Project Plan requirements

Authority	Description	Cost Estimate
Department of Primary Industries (Fisheries)	Creation of Management Plan for reservoir, included assessment of current reservoir health, and ongoing monitoring. Cost included staff costs only.	\$20,000 + \$5,000 (Annually)
Council / Community	Promote area as a Conservation Area; Establish local display of the aquatic refuge, including details of fish stocked, background, growth patterns etc. information and interpretive signage at the site and within the Nimmitabel Township.	\$25,000
<b>TOTAL</b>		\$45,000 + \$5,000 (Annually)

Part of this proposal would be to install interpretive signage at Lake Williams (in Nimmitabel) to provide information on the Conservation Area; Threatened species refuge and the biodiversity offset areas.

Whilst the assessment of the additional visitors stopping at the displays at Lake Williams (in Nimmitabel) is difficult to calculate, it would be expected that by the creation of the Conservation Area it would attract alternative visitors to the area, above the ones currently passing through.

Table 7: Summary of advantages and disadvantages for establishment of threatened species refuge in Lake Wallace Water Storage Dam

	Description	Financial Estimate
<b>Advantages</b>		
Economic Development	Could lead to additional spending in the local township of the visitors	\$5,000
Visitors	Could lead to 200 people per year visiting the site	-
<b>Disadvantages</b>		
Approvals	Development of a Management Plan	\$20,000 + \$5,000 (Annually)
Infrastructure Upgrades	Construction of signage at Lake Williams in Nimmitabel.	\$25,000
Environmental	Improve the environmental Conservation of the area	-
Water Quality	Minimal change in risk to supply of water to the Nimmitabel Township.	-

## QUADRUPLE BOTTOM LINE REPORTING

### 1. Social

Maintained biodiversity offset area and threatened species refuge to benefit future generations.

### 2. Environmental

Maintaining and promoting the conservation area of the Lake Wallace facility including the Biodiversity Offset area and the threatened Species Refuge will have a positive environmental impact.

### 3. Economic

Proposal: Access to Lake Wallace Reservoir for the purposes of fishing

Income	
Direct Income	\$0
Indirect Income	\$19,170 - \$63,900
Expenses	
Capital Upgrade	\$2,640,000
Ongoing Maintenance	\$180,000

Alternative: Establishment of Threatened Species Refuge

Income	
Direct Income	\$0
Indirect Income	\$5,000
Expenses	
Capital Upgrade	\$45,000
Ongoing Maintenance	\$5,000

**4. Civic Leadership**

**8.7 FISHING ON LAKE WALLACE**

**8.7 FISHING ON LAKE WALLACE**

**COUNCIL RESOLUTION**

**287/17**

That Council provide in principle support for fishing in Lake Wallace and call upon staff to prepare a report, for consideration by Council, and include information on the DA process in the report.

**Moved Councillor Rooney**

**Seconded Councillor Last**

**CARRIED**

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## 15.4 REPLY TO NOTICE OF MOTION CR HASLINGDEN FEBRUARY 2018 BOMBALA SEWERAGE

Record No:

Responsible Officer:	Director Operations & Infrastructure
Key Direction:	1. Sustaining Our Environment for Life
Delivery Plan Strategy:	DP1.1.1.2 Ensure Council's Water and Sewer operational practices improve and enhance water quality.
Operational Plan Action:	OP1.3 Carry out Wastewater maintenance throughout the Region on a priority basis
Attachments:	Nil
Cost Centre	
Project	Upgrade and Augmentation of the Bombala Sewage Treatment Plant.
Further Operational Plan Actions:	

### EXECUTIVE SUMMARY

Council held meetings with the regulatory authorities (NSW EPA, NSW Health and NSW DPI Water) to discuss the issues relating to Bombala Water and Sewer infrastructure. It was evident from this meeting and subsequent correspondence that the current ageing trickling filter plant at the Bombala STP will need to be upgraded to a more modern plant( at the current location) that will meet the effluent quality required by the EPA.

Funding Application - In view of the concerns from the regulatory authorities regarding the effluent quality and the plant condition, all avenues to raise funds for this project was investigated. When the "Building Better Regions Funding" was announced, the Director and Manager attended the information session held in Queanbeyan on 7<sup>th</sup> February 2017.

The closing date for the application was 28<sup>th</sup> February 2017. With a very tight timeframe it was difficult to find consultants willing to do the application and cost benefit analysis. However, previous unsuccessful application made by Bombala Council for the National Stronger Regions Fund was available to be revised to suit the current grant conditions.

The Agreement for the funding was received and had to be executed by 6<sup>th</sup> October 2017. Under the funding Agreement, the project was to commence within 12 weeks of the execution of the Agreement and the project completed by November 2019 with the condition that an option study has to be conducted prior to deciding on the best treatment system. It has to be noted that an alternate location was never considered while applying for the grant and even the original application by former Bombala Council did not consider any alternate location.

The Options Study and Concept Design has been completed in line with Milestones 1 and 2 of the grant conditions based on the site being the current location. Grant conditions 3, 4, 5 and 6 would not be met should the plant be moved to a new site and Council will be in breach of the Commonwealth Funding Agreement.

The following officer's recommendation is submitted for Council's consideration.

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### **OFFICER'S RECOMMENDATION**

That Council

1. Receive and note the report; and
2. Confirm the current location for the upgrade

### **BACKGROUND**

Council held meetings with the regulatory authorities (NSW EPA, NSW Health and NSW DPI Water) to discuss the issues relating to Bombala Water and Sewer infrastructure. It was evident from this meeting and subsequent correspondence that the current ageing trickling filter plant at the Bombala STP will need to be upgraded to a more modern IDEA plant that will meet the effluent quality required by the EPA.

In view of the concerns from the regulatory authorities regarding the effluent quality and the plant condition, all avenues to raise funds for this project was investigated. When the "Building Better Regions Funding" was announced, the Director and Manager attended the information session held in Queanbeyan on 7<sup>th</sup> February 2017.

The closing date for the application was 28<sup>th</sup> February 2017. With a very tight timeframe it was difficult to find consultants willing to do the application and cost benefit analysis. However, we were fortunate that a previous unsuccessful application made by Bombala Council for the National Stronger Regions Fund was available to be revised to suit the current grant conditions. The funding body was contacted to investigate the scores that were received for the previous application and the deficiencies were addressed in the new funding application.

The Agreement for the funding was received and had to be executed by 6<sup>th</sup> October 2017. Under the funding Agreement, the project must commence within 12 weeks of the execution of the Agreement and the project completed by November 2019.

The Tender for the Options Study and Concept Design and the Final Design for the Augmentation and Upgrade of the Sewage Treatment Plants in Adaminaby and Bombala was advertised and awarded to Hunter H2O for the Options Study and the Concept Design for the Upgrade and Augmentation of the Sewage Treatment Plants in Adaminaby and Bombala.

Council was awarded a grant for the Upgrade and Augmentation of the Bombala Sewage Treatment Plant in July 2017. The Options Study and Concept Design has been completed in line with Milestones 1 and 2 of the grant conditions based on the site being the current location. Grant conditions 3, 4, 5 and 6 would not be met should the plant be moved to a new site.

---



### Milestone Schedule

No.	Title and description	Due date
1	<b>Project Start Date</b>	23/10/2017
2	<b>Pre-construction activities</b> <ul style="list-style-type: none"> <li>• Progress of options study and concept design</li> <li>• Initial consultation with regulatory authorities (EPA and DPI Water) have been finalised</li> <li>• Options Study and Concept Design completed</li> </ul>	30/01/2018
3	<b>15% progress against eligible project activities</b> <ul style="list-style-type: none"> <li>• Architectural &amp; civil designs complete</li> <li>• Operational works approvals issued</li> <li>• Building approval issued</li> <li>• Costs are finalised</li> <li>• EIS/REF and construction tender documentation complete</li> <li>• Final design for Section 60 approval by NSW DPI Water completed</li> <li>• Section 60 approval received</li> <li>• Construction tender documentation for advertisement of tender for construction completed</li> </ul>	30/06/2018
4	<b>70% progress against eligible project activities</b> <ul style="list-style-type: none"> <li>• Commencement of civil construction including; <ul style="list-style-type: none"> <li>○ Inlet works</li> <li>○ IDEA tanks</li> <li>○ Sludge ponds</li> <li>○ Storm detention ponds</li> </ul> </li> </ul>	01/04/2019

No.	Title and description	Due date
5	<b>Project End Date</b>	30/11/2019
6	<b>Final Report/Project Evaluation</b> Construction Work Complete: <ul style="list-style-type: none"> <li>• Civil construction complete</li> <li>• Mechanical and electrical works complete</li> <li>• All Key Eligibility Activities are complete</li> </ul> Final report / Project evaluation: <ul style="list-style-type: none"> <li>• The Project is complete</li> <li>• All approvals required to enable public access and use of the facility have been met</li> <li>• The project is fully operational</li> <li>• Event invitation has been submitted to the Department</li> </ul>	30/11/2019

Summary of tasks required if alternate site or system is to be explored.

1. New studies required for new site (costs more than \$1 mil)
  - a. REF (Review of Environmental Factors)
  - b. EIS (Environment Impact Assessment)
  - c. SIS (Species Impact Assessment)
  - d. Surveys and Geotechnical Investigations
2. New infrastructure required
  - a. Pump station at existing STP
  - b. Rising main from new pump station to new STP site (1km or 4km away depending on site)
  - c. New outfall
  - d. Power, Telecommunication, Water supply
3. New statutory approvals required
  - a. DOI Water – NSW Water
  - b. Fisheries, EPA, OEH
  - e. Community consultation
4. Right of access approvals for new rising main
  - a. Private lands

- b. Road reserves
- 5. Changes will mean delay in new plant construction
  - a. Will not meet EPA PRP deadline to fix existing STP issues
  - b. Will not meet Funding agreement deadline to fund new plant
- 6. Costs already spent
  - a. Present site design and studies (\$200k)
  - b. Staff man hours
- 7. Decommission existing site
  - a. Environmental assessment and Site Rehabilitation.

## QUADRUPLE BOTTOM LINE REPORTING

### 1. Social

The availability of clean drinking water that meets Australian Drinking Water guidelines and sewerage services with environmentally compliant treatment and disposal of sewer is vital for the social wellbeing of the community.

### 2. Environmental

All environmental controls shall be addressed in project specific REFs or EIS depending on the scale of the project.

### 3. Economic

Water and sewer upgrade projects are capital intensive and works cannot proceed without the injection of external funds. Council must therefore endeavour to seek external funding.

These major upgrades will require substantial funding and different funding sources have been investigated.

### 4. Civic Leadership

Council Meeting 22 February 2017 – Grant Funding Application for Sewerage Infrastructure Project

#### COUNCIL RESOLUTION

30/17

That Council approve and support the following:

- A. The submission of the application for grant funding for the Bombala Sewage treatment plant upgrade.
- B. The nomination of a consultant to carry out economic analyses to meet treasury guidelines due to lack of in-house expertise
- C. Council co-funding contribution be allocated from reserves
- D. Letter outlining the co-contribution amount be signed by the authorised person of Council (Administrator) to be submitted with the application.

Approved by Administrator Lynch

Council meeting 19 October 2017

**22.5 AWARD OF TENDER FOR THE OPTIONS STUDY AND CONCEPT DESIGN FOR THE SEWAGE  
TREATMENT PLANTS IN ADAMINABY AND BOMBALA**

**COUNCIL RESOLUTION**

**254/17**

That Council receive and note the information in the report on the following:

- Award of the Tender to Hunter H2O for the amount of \$149,674 for the Options Study and the Concept Design for the Upgrade and Augmentation of the Sewage Treatment Plants in Adaminaby and Bombala
- Final Design Cost to be negotiated based on a % of Construction Cost

**Moved Councillor Stewart**

**Seconded Councillor Miners**

**CARRIED**

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## 15.5 UPDATE ON WATER QUALITY ISSUES IN BOMBALA

Record No:

Responsible Officer:	Director Operations & Infrastructure
Author:	Group Manager Water & Wastewater Services
Key Direction:	6. Managing Development and Service Delivery to Retain the Things We Value
Delivery Plan Strategy:	DP6.1.1.3 Improve communication between residents and Council regarding the quality of the Region's water supply.
Operational Plan Action:	OP6.3 Carry out Water maintenance throughout the region which consistently meets Australian Drinking Water Guidelines (ADWG)
Attachments:	1. E-mail correspondence regarding Bombala Water Quality Issues <a href="#">↓</a>
Cost Centre	2050 Water Treatment
Project	Bombala Water Quality
Further Operational Plan Actions:	

### EXECUTIVE SUMMARY

The previous Bombala Council secured funding for upgrade of the electrical system of the Water Treatment Plant in Bombala. This was completed in December 2017. However, the problems with the treatment plant have not been resolved with this upgrade.

Apart from the infrastructure problems there are several problems relating to understaffing and poor maintenance of the plant and the networks over several years. This has been endorsed by DOI Water that no action was taken on any of the inspection reports sent to Council previously.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council receive and note the information in the report on

- Water quality issues in Bombala
- Advice received from the statutory authorities – DOI Water and NSW Health
- Action taken and being implemented

### BACKGROUND

#### Infrastructure Issues

Dirty water complaints were received from Bombala. Some of them related to mains breaks and flushing of the mains was undertaken.

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A meeting was also held with NSW health and measures undertaken to have close monitoring of the networks to ensure chlorine residual was maintained throughout the system which will not affect public health. (Refer e-mail notes from NSW health).

Other options were also considered to clean out the water mains and the reservoirs.

The divers have been organised to clean out all the reservoirs and they are due to arrive on the 15<sup>th</sup> of March.

The mains cleaning was considered to be done through ice pigging and contractors were contacted to provide quotes. The ice-pigging process is time consuming and also has some environmental considerations. Council has since been advised by the Office of Water to consider air scouring of the water mains which is quicker and cheaper. There are very few contractors currently doing this work and a company in Victoria has been contacted to provide a quote and to carry out the work as soon as possible.

In the past week it has become apparent that there were issues with the treatment plant. As soon as this was noted, samples were collected from the treatment plant and sent to the laboratory for testing to establish the contents for target treatment.

On Friday 2 March, the Group Manager and the Manager Water and Sewer attended the following meetings and the notes from these meeting are given below:

- NSW Health – Meeting held at Cooma hospital at 10am with Hospital maintenance and administration managers regarding the water quality in Bombala Hospital. They noted that the Bombala hospital has had issues with the water quality since 2008 but the last 6 months it has become worse. This has affected the hospitals plant and equipment with many replacement of parts having to be undertaken. They also complained on the poor communication and requested any planned works to be undertaken after 9.30 am to enable patients to shower and also any works in the afternoon to be undertaken after 2.30pm. Council also advised the hospital staff that should there be any unplanned events such as mains breaks, we would not have control on the timing but they would be advised as soon as it occurs. Council also advised that vulnerable communities such as child care centres, aged care and in this case the hospital could be provided with drinking water bottles or carted supply in times when the supply is interrupted at crucial times of the day. They are also looking into contingency plans. One option may be the installation of overhead tanks as the supply from tankers will not meet the pressure requirements.
- DOI Office of Water – A teleconference was held at 3.30pm with the Regional Manager, (Peter Ledwos) Manager water and sewer treatment (Bill Ho) and Inspector (Geoff Parish). The water quality and the problems encountered by Council was discussed. Manager Water and Wastewater discussed the plant results and the type of treatment being used. Advice from Bill Ho was that if the chemical is not used correctly it could settle in the pipeline and build up over the years. It was also noted by DOI water that there were issues with high Aluminium over several years indicating that the dosing was not controlled properly. Council mentioned that reservoir cleaning and ice pigging has been planned but Bill advised us that air scouring will be better to remove the flock build up in the pipelines. Other chemical dosing and filter maintenance issues were also discussed and will be implemented.

#### Staffing Issues

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There are only 3 staff to operate and maintain Bombala and Delegate water and sewer treatment plants. They also attended to other maintenance not related to water or sewer services (impounding of dogs, public toilet cleaning etc). This has led to the current situation where the water treatment plant has been neglected over several years. Plant test results are far and few or non-existent.

In the new organisational structure, a team leader, technical officer and trainee have been approved and are currently vacant. Due to the long drawn out process to recruit staff, casuals have been considered and a former Snowy River Wastewater Supervisor will be commencing on the 19<sup>th</sup> March. Until then the Water & Wastewater Technical Officer based at Cooma will be residing in Bombala to resolve the treatment plant issues. He brings a wealth of knowledge on treatment plants with several years of experience on major treatment plants overseas and in Australia. The Water & Wastewater Technical Officer will hand over the plant to the casual Water and Wastewater Supervisor-Bombala when he starts work.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

The availability of clean drinking water that meets Australian Drinking Water guidelines and sewerage services with environmentally compliant treatment and disposal of sewer is vital for the social wellbeing of the community.

### **2. Environmental**

All maintenance works will be carried out with environmental controls are in place to minimise environmental impacts.

Environmental impact is assessed as part of project planning and appropriate mitigating measures are put in place

### **3. Economic**

High maintenance costs at Bombala will need to be reviewed in the next quarterly budget review.

An estimate of the costs for the major maintenance is in the magnitude of \$500k. A report of all costs will be provided to Council when the costs are known.

### **4. Civic Leadership**

Council needs to ensure that the communities that are provided with water and sewerage services have water supply that meet the NSW Guidelines for Drinking Water Management Systems and the sewerage treatment does not have any adverse effects on the environment.

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**Gnai Ahamat**

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**From:** Suneil Adhikari  
**Sent:** Friday, 23 February 2018 2:16 PM  
**To:** 'Peter Harrington'; Mark Rixon; Gina McConkey; Gnai Ahamat  
**Cc:** Tracey Oakman; James Allwood  
**Subject:** RE: Bombala Drinking Water - Meeting 22.02.2018

Hi Peter,  
Good Afternoon  
Thank you for your visit yesterday as it was a very timely and fruitful discussion.  
Thank you once again for this comprehensive record of discussion, commitments made and interim solution to deal with the Bombala Water issue.  
Cheers  
Suneil

**Suneil Adhikari**  
Director Operations and Infrastructure



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**From:** Peter Harrington [mailto:Peter.Harrington@health.nsw.gov.au]  
**Sent:** Friday, 23 February 2018 1:13 PM  
**To:** Suneil Adhikari; Mark Rixon; Gina McConkey  
**Cc:** Tracey Oakman; James Allwood  
**Subject:** Bombala Drinking Water - Meeting 22.02.2018

Good afternoon Suneil, Mark and Gina

Please find detailed confirmation of notes from the meeting held at Snowy Monaro Regional Council offices Thursday 22<sup>nd</sup> February 2018

In attendance Suneil Adhikari, Mark Rixon, Gina McConkey and Peter Harrington.

General Comment:

- Concern regarding drinking water quality in the Bombala township, in particular colour and in some instances odour and taste.
- Details noted and confirmed by Council
- Also noted, NSW Health has received several complaints from consumers regarding same

## Discussion Notes:

## Source Water

- It was noted that there has been no real changes to raw water quality

## Water Treatment Plant

- It was noted that advice from DPI Water that the water treatment plant has the capability of delivering ADWG compliant water
- Council is undertaking a review of the water treatment plant operation and water quality monitoring
- Operating personnel at the water treatment plant are being supervised and managed in a more precise manner
- It was noted that in December 2017 there was an incident where water colour and turbidity were an issue. This issue was related to coagulant dosing pump failure and performance. The incident was resolved with pump replacement/repair and flushing of reservoirs and mains.
- Plant records have been reviewed by Council and are satisfactory
- Electrics to the water treatment plant have been recently upgraded resulting in improved process to the plant

## Reticulation System

- It has been noted that due to falling demand at certain times and associated extended holding periods in the two reservoirs chlorine levels have fallen. In response to these episodes, manual dosing has been implemented to maintain reservoir chlorine levels. Also chlorine monitoring has been introduced at the reservoir outlets
- Council recognises the issue relating to water quality in the reticulation system. It is apparent that the problem of discoloured water is related to the extensive build up of biofilm in the pipework. (The biofilm developing over many years and its development accentuated by the lack of management of the reticulation system.) The biofilm subsequently sloughing from the pipe into the water causing discolouration and possible taste and odour problems.
- Council has received formal complaints from consumers which have been noted and responded to on an individual basis.
- It was noted however that during a period, that response to complaint was not achieved due to a breakdown in response protocol.
- Council has introduced flushing regimes for the reticulation system. The result of flushing has been an accentuation of the colour problem. In response to this Council now has a draining regime rather than high volume flushing.
- It is noted that the reticulation system infrastructure is aged. As a result pipeline breakages are an issue with several occurring over the past few weeks.
- It was noted that chlorine levels within the reticulation system have been noncompliant (reference NSW Drinking Water Monitoring Exceptions Report Feb 2017 to Feb 2018)
- Council recognises the importance for the introduction of an operational monitoring program for the reticulation system.
- Council advises that to overcome the problem with biofilm and subsequent water quality issues a process known as ice pigging would be required.
- NSW Health offered a Support Project for the analysis for water chemistry and water microbial testing

## General Notes

- It was noted that communication of the water quality issue and Council's actions relating to same is to be communicated to the community

## Actions

- Council will continue to critically monitor the operation of the water treatment plant and the water quality from the water treatment plant. Appropriate recording of water testing results are to be maintained with appropriate response protocols in place
- Council will introduce an operational monitoring program for the reticulation system with parameters tested to be free chlorine, total chlorine, turbidity and pH. This monitoring program will be representative of the

reticulation system and will include the reservoir outlet testing points. A response protocol will be introduced for reporting of results and noncompliant results.

- NSW Health will establish an interim Special Project for additional microbial and chemical analysis of the drinking water.
- Council is to investigate the costing and possible time frame for the 'cleaning' of the reticulation system pipework by the process of ice pigging
- Council is to approach DPI Water in relation to the possibility of securing funding from the 'Safe and Secure' water program to engage a contractor for ice pigging the reticulation system.
- NSW Health will monitor water quality results

Please call if you wish to discuss

Regards

Peter

Peter Harrington

Environmental Health Officer | Public Health Unit  
Murrumbidgee and Southern NSW Local Health District  
Community Centre, Bermagui 2546  
| Mob 0427 004 992 | [peter.harrington@health.nsw.gov.au](mailto:peter.harrington@health.nsw.gov.au)  
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**Gnai Ahamat**

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**From:** Mark Rixon <Mark.Rixon@snowymonaro.nsw.gov.au>  
**Sent:** Friday, 23 February 2018 12:32 PM  
**To:** Gnai Ahamat  
**Cc:** Suneil Adhikari; Ahmad Selamat; Brian Chelin  
**Subject:** Bombala Water Supply

Hello Gnai

Hope you are feeling better and on the mend.

Just to bring you up to speed on some of the Bombala WS front.

Brian, Grant and Darcy have worked hard at resolving some of the operational and process issues at the BWTP and with the retic.

We have made some progress but there are more problems to resolve.

The chemical dosing systems at the BWTP have been checked and made functional for the present (exempt fluoridation).

Replacement coagulant dose pumps and dose line are required and are in the process of being organised. (\$10,000.00)

The air scour blower units (2 of) for the filter backwash are beyond repair, but still partially functional. A quote has been obtained for their replacement and is in the order of \$19,600 per unit.

I have approached SUEZ Water for a quote (Ballpark) to undertake Ice Pigging of the Bombala retic (\$300,000.00).

The work would take 2-3 weeks to complete based on 36 km of retic at Bombala and we would be required to provide a suitable powered site with town water for their production setup and come up with an appropriate LTW disposal site for the project. SUEZ indicated that would be able to do the Ice Pigging late April early May at this stage if required.

NSW Health has advised that they will request DOI Water to release funding from the Safe & Secure Water Funding Program to offset costs and hopefully fully fund the project because it is health related.

I have attempted to contact Peter Ledwos to request/enquire about the possibility of funding for the Ice Pigging at Bombala and have left a message for him to contact us.

NSW Health have requested to be provided with Bombala's WS Operational logs monthly as a result of the water quality issues there and to undertake daily chlorine residual sampling of reservoirs and points within the retic.

Weekly chemical and microbiological sampling will also be undertaken by SMRC's Environment & Health Team.

We need you back soon!

**Mark Rixon**  
Water & Wastewater Manager



**SNOWY MONARO**  
REGIONAL COUNCIL  
*Stronger together Better together*

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## 16.1 STRONGER COMMUNITIES FUND MAJOR PROJECT PROGRAM - STATUS REPORT

Record No:

Responsible Officer:	Executive Manager Innovation & Business Development
Author:	Project Manager
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.1.1.1 Ensure that legislative obligations are met throughout all Council departments.
Operational Plan Action:	OP7.1 Achieve a stronger, more efficient Council through a successful merger.
Attachments:	1. SCFMPP Status Report January 2018 <a href="#">↓</a>
Cost Centre	3130
Project	Stronger Communities Fund   Major Projects Program (MPP)
Further Operational Plan Actions:	7.4.1.31. Support and encourage public engagement methods which invite comment from community and informs the decision making 7.1.3.9. Improve organisation wide Risk Management through use of ISO 31000 principles

### EXECUTIVE SUMMARY

The purpose of this report is to provide Council and the community with a status update on the delivery of all the projects under the Stronger Communities Fund Major Project Program (SCFMPP).

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council receive and note the SCFMPP progress report for January 2018.

### BACKGROUND

The Stronger Communities Fund Major Projects Program (MPP) was endorsed by Council in May 2017. The delivery schedule for the 100 projects that will ensure Council meets grant funding obligations has been prepared and informs work schedules. The attached report provides a status of each projects as of 31 January 2018, and compared against the targets of **December 2017**.

Please note:

- For additional details regarding the scope of each project, Councillors may wish to refer to the hardcopy book provided in November, or a summary version is available on Council's website <https://www.snowymonaro.nsw.gov.au/1005/What-projects-are-included-in-this-progr>
-



- All works are awarded in accordance with Council's Tendering and Purchasing Policy and staff delegations:
  - *Works between \$5,000 and \$14,999 – 2 written quotations, against a documented scope of works.*
  - *Works between \$15,000 and \$149,999 – 3 written quotations, against a documented scope of works, specification, and commercial contract document.*
  - *Works over \$150,000 – Formal Public Tender, against a documented scope of works, specification, and commercial contract document.*
- The next report will be presented in April 2018.
- The community dashboard is updated mid each month, and is currently under review to provide more information to the community via this portal.  
<http://smrc1.community.cammsgroup.com.au/>
- That whilst the completion date of some projects is June 2019, some components of this project will be progressively delivered over this time. **Comments have been included on the right hand side of the report and detail estimated delivery times for each component.**

**Community Representative Groups** (CRG) have been established in Bombala and Delegate to act as the channel for consultation between Council and the community for relevant projects in the area. The first meeting for both of these groups was held on 24 January 2018.

These groups will provide a key role in the consultation process for the key community projects, ensuring that we have a depth of experience and opinion during review processes.

The **Risk Management** framework is currently under review. Each project and the program as a whole will be looked at to identify what risks are associated with the delivery of the projects and what control measure are to be put into place to eliminate or minimise the risk.

### **Future Milestones**

During this quarter (January – March 2018) Council is aiming to have the following projects completed, or works significantly underway:

- Replacement shed at Bredbo Cemetery to be completed
  - New fence at Mt Cooper Pioneer Cemetery completed
  - Finalisation of concept playground design completed
  - Completion of Aitchison House Strategic Plan
  - Completion of curtain installation at Jindabyne Memorial Hall
  - Concept design for Therry St Development completed
  - Installation of new seating at Delegate Sportsground completed
  - Upgrade of Lake Williams amenities completed
-

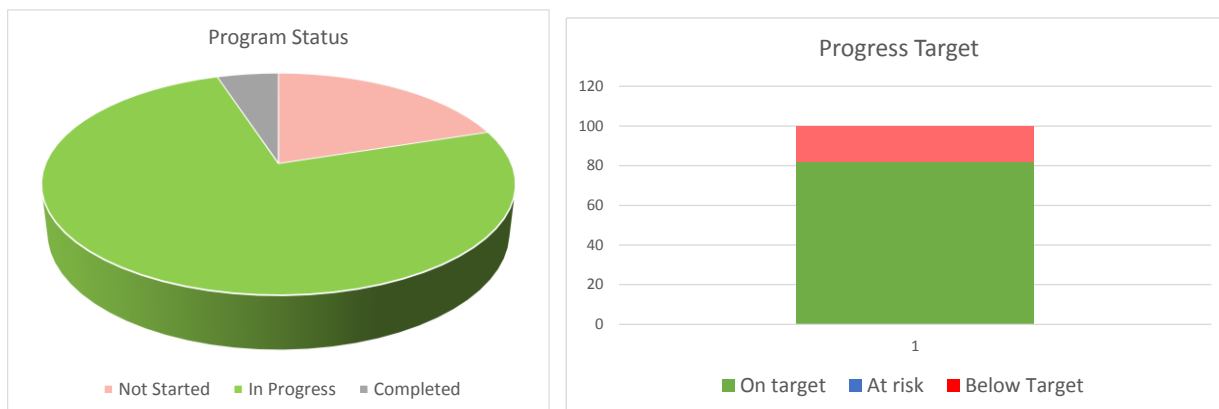
- Installation of multi-media equipment at Michelago Hall completed
- Installation of Michelago playground equipment completed
- IT equipment and furniture for the Hub completed
- Nimmitabel Caravan Park facilities upgrade completed
- Construction of storage space at the Hub completed
- Replacement of fence and gate a Numeralla cemetery completed
- Installation of shed and water tank at Nimmitabel cemetery completed
- Completion of Berridale Aged Care Facility solar installation
- Installation of Water Drinking Stations underway
- New storage shed at Cooma to be underway
- Extension of concrete beam at Cooma Lawn Cemetery underway
- Design of information boards a Cemeteries completed, and installation works underway.
- Internal road upgrades at Cooma and Nimmitabel cemeteries underway
- Arborist inspection and works at cemeteries underway
- Engagement of Principal Design Consultant for key building projects to develop final design.
- Design of John Connors Oval access path completed, and tender for works open
- Stage lighting extension at Jindabyne Memorial Hall underway
- Lake Jindabyne Shared Trail on site works underway
- Streetscape consultant engaged and community meetings underway
- Feasibility study for Heavy Vehicle options for Bombala underway

### Project Status

Of the 100 project, 18 are behind the December 2017 progress target. These projects are broken into 2 packages. The table below provides details of the control measure to achieve the targets in the next quarter.

Projects	Control measures to improve progress
Accessibility and footpath upgrades (PP161)	<ul style="list-style-type: none"> <li>• Engage with Community Services to provide recommended priorities of upgrades within the community from the Disability Inclusion Action Plan outcomes.</li> <li>• Include upgrade works, where possible, with streetscape modifications.</li> </ul>
Major Building Package	<ul style="list-style-type: none"> <li>• PWA are developing scope to engage a number of 'Principal Design Consultants'. These groups will contain architects, engineers, planning and compliance.</li> <li>• Engaging a number of these groups will fast track the delivery of the projects.</li> </ul>

## Status Graphs



## QUADRUPLE BOTTOM LINE REPORTING

### 1. Social

This program will ensure the agreed projects are delivered to the required standard and will minimise the ongoing operation and maintenance costs for Council and community. The SCFMPP will be delivered to improve social amenity for our regional communities.

### 2. Environmental

Projects will be delivered using sound environmental practices to ensure no negative environmental impact during the delivery phase.

### 3. Economic

The infrastructure projects will be responsibly managed and ensure cost effective delivery of projects to achieve best value for money during and after delivery. All projects are funded through Stronger Communities Fund.

### 4. Civic Leadership

The Major Projects Program (MPP) is wholly grant funded and the planning, delivery and implementation of individual projects will be undertaken in accordance with:

- Funding guidelines and conditions
- Applicable legislation and regulations
- Building codes
- Australian standards
- Council policies and procedures

Following extensive consultation and assessment by a diverse panel, Council resolved on the 100 projects to be delivered during the period May 2017 to June 2019.

The attachment to this report provides assurance that the major projects program is being managed in accordance with recognised project management principles.

Snowy Monaro Regional Council (SMRC)

**ACTION PLANS**

**Stronger Communities Fund Major Projects Program**

ACTION	STATUS	PLANNED END DATE						COMPLETE	TARGET	TARGET	COMMENTS
		Mar-18	Jun-18	Sep-18	Dec-18	Mar-19	Jun-19	% 31/01/2018	% Dec-17		
7.4.1.33 PP-219 Undertake project to alignment the road and road reserves in eCooma area	Not Started						x	0.00%	0.00%	✓	Scoping of works to begin.
7.4.1.34 PP-219 Undertake project to alignment the road and road reserves in eBombala area	Not Started						x	0.00%	0.00%	✓	Scoping of works to begin.
7.4.1.35 PP-161 Accessibility and footpath upgrades in eCooma area	In Progress					x		2.00%	5.00%	✗	Detailed in the Disability Inclusion Action Plan (DIAP) been used to identify key upgrade locations.
7.4.1.36 PP-161 Accessibility and footpath upgrades in eBombala area	In Progress				x			2.00%	5.00%	✗	Detailed in the Disability Inclusion Action Plan (DIAP) been used to identify key upgrade locations.
7.4.1.37 PP-146 Installation of Water Drinking Stations in eCooma area (6 of)	In Progress			x				5.00%	0.00%	✓	Drinking Stations Ordered Tender for installation works open, closed 8/2
7.4.1.38 PP-146 Installation of Water Drinking Stations in eBombala area (4 of)	In Progress			x				5.00%	0.00%	✓	Drinking Stations Ordered Tender for installation works open, closed 8/2
7.4.1.39 PP-139 Undertake various works at Cemeteries in eCooma area	In Progress					x		10.00%	5.00%	✓	Replacement of Shed at Bredbo Cemetery - Feb 2018 Arborist Inspections - Tender open (Close 8/2) - April 2018 New storage shed at Cooma Cemetery - Design of shed underway - April 2018 extension of concrete beams at lawn cemetery - Quoted been sort - April 2018 Installation of new information boards - Design underway - May 2018 design of New Cooma Cemetery - Scope of project to be developed - July 2018 Cooma Cemetery front fencing - Quotes been sort - May 2018 Repair Nimmitabel Cemetery Entrance - Finalise design - May 2018 Upgrade internal roads of Nimmitabel and Cooma Cemeteries - Scope required - April 2018 New tree planting at new Cooma Cemetery - to be completed after design finalised - Sept 2018 Entrance at new Cooma cemetery - to be completed after design finalised - Sept 2018
7.4.1.40 PP-219 Undertake project to alignment the road and road reserves in eSnowy River area	Not Started						x	0.00%	0.00%	✓	Scoping of works to begin.
7.4.1.41 PP-139 Undertake various works at Cemeteries in eBombala area	In Progress			x				5.00%	0.00%	✓	Arborist Inspections - Tender open (Close 8/2) - April 2018 Installation of new information boards - Design underway - May 2018 Installation of new historic fence to protect marble headstones at Mt Cooper Pioneer Cemetery - Quotations been sort - March 2018
7.4.1.42 PP-240 Renewable Energy - Investigation and installation in eCooma area	In Progress						x	5.00%	0.00%	✓	Energy Study underway to determine locations and specification for installation of solar on building
7.4.1.43 PP-146 Installation of Water Drinking Stations in eSnowy River area (5 of)	In Progress			x				5.00%	0.00%	✓	Drinking Stations Ordered Tender for installation works open, closed 8/2



Snowy Monaro Regional Council (SMRC)

## ACTION PLANS

### Stronger Communities Fund Major Projects Program

ACTION	STATUS	PLANNED END DATE						COMPLETE	TARGET	TARGET	COMMENTS
		Mar-18	Jun-18	Sep-18	Dec-18	Mar-19	Jun-19	% 31/01/2018	% Dec-17		
7.4.1.44 PP-161 Accessibility and footpath upgrades in eSnowy River area	In Progress			x				2.00%	5.00%	✗	Detailed in the Disability Inclusion Action Plan (DIAP) been used to identify key upgrade locations.
7.4.1.45 PP-057 Installation of additional Fitness Stations Jindabyne	In Progress				x			5.00%	5.00%	✓	Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor
7.4.1.46 PP-061 Development of options analysis for Learning and Information Hub at Jindabyne	Not Started						x	0.00%	0.00%	✓	Discussion with Department of Education to determine if a joint facility can be use to achieve this aim.
7.4.1.47 PP-066 Completion of the upgrade to the change rooms at Berridale Community Hall	Not Started		x					0.00%	0.00%	✓	Scope to be finalised
7.4.1.48 PP-068 Refurbish the Dalgety Showground Pavilion	In Progress					x		2.00%	5.00%	✗	PWA have inspected site, Architech/designer to be engaged to finalise scope.
7.4.1.49 PP-242 Development Jerrara Drive improvement options	Not Started				x			0.00%	0.00%	✓	Meeting with Council planning staff to determine scope of works to achieve the best outcome.
7.4.1.50 PP-071 Refurbish the existing toilet facilities at Adaminaby School of the Arts	In Progress					x		2.00%	5.00%	✗	PWA have inspected site, Architech/designer to be engaged to finalise scope.
7.4.1.51 PP-073 Finalise planning for Aitchison House Cottage Restoration Project	In Progress		x					75.00%	75.00%	✓	Draft Strategic management plan and presentation to be present to Council's February meeting.
7.4.1.52 PP-076 Upgrade of pump at Adaminaby Swimming Pool	Completed							100.00%	100.00%	✓	
7.4.1.53 PP-081 Options investigation for amenities building upgrades at the Jindabyne Sportsground	Not Started				x			2.00%	5.00%	✗	PWA have inspected site, Architech/designer to be engaged to finalise scope.
7.4.1.54 PP-083 Supply of pool vacuum at Berridale Swimming Pool	Completed							100.00%	100.00%	✓	
7.4.1.55 PP-089 Installation of solar energy at Berridale Aged Care Facility	In Progress	x						70.00%	30.00%	✓	Underway, joint funding for this project
7.4.1.56 PP-090 Installation of Solar heating at Berridale Swimming Pool	Not Started			x				0.00%	0.00%	✓	To be completed to whole of region project
7.4.1.57 PP-101 Replacement of Pavers along the Promenade at Jindabyne Town Centre	Not Started				x			0.00%	0.00%	✓	To be completed with Carpark and Toilet block project
7.4.1.58 PP-129 Upgrade of Adaminaby playground	In Progress				x			5.00%	5.00%	✓	Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor
7.4.1.59 PP-145 Installation of access path at John Connors Oval Jindabyne	Not Started		x					0.00%	0.00%	✓	Design development of path underway, survey and design required to ensure path meets access design requirements.
7.4.1.60 PP-148 Resurfacing of Berridale Oval	Not Started					x		0.00%	0.00%	✓	Works cannot begin until Sept 2018
7.4.1.61 PP-155 Complete stage 3 of the Berridale Streetscape Project	Not Started						x	0.00%	0.00%	✓	Tender for design of Myack St Interesection open (cloase 8/2).
7.4.1.62 PP-156 Replacement of Berridale Lions Park Playground Equipment	In Progress				x			5.00%	5.00%	✓	Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor
7.4.1.63 PP-157 Replacement of Dalgety Showground equipment	In Progress					x		5.00%	5.00%	✓	Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor
7.4.1.64 PP-180 Installation of additional signage at Old Adaminaby	Completed							100.00%	100.00%	✓	





Snowy Monaro Regional Council (SMRC)

## ACTION PLANS

### Stronger Communities Fund Major Projects Program

ACTION	STATUS	PLANNED END DATE						COMPLETE	TARGET	TARGET	COMMENTS
		Mar-18	Jun-18	Sep-18	Dec-18	Mar-19	Jun-19	% 31/01/2018	% Dec-17		
7.4.1.65 PP-182 Upgrade of Jindabyne Boat Ramp area (Balancing Project)	Not Started						x	0.00%	0.00%	✓	Additional funding for the project been finalised. Will be completed as a whole project.
7.4.1.66 PP-183 Demolition of old toilet block at Jindabyne Town Centre	In Progress						x	2.00%	0.00%	✓	PWA have inspected site, Architech/designer to be engaged to finalise scope. Incorporate Snowy Ave Design
7.4.1.67 PP-184 Upgrade of Parking area, bin covers, foliage at Jindabyne Town Centre	Not Started					x		0.00%	0.00%	✓	To be look at inconjunction with the toilet block construction / demolition to improve the whole area.
7.4.1.68 PP-192 Construction of new Public Toilets Jindabyne Town Centre	In Progress					x		2.00%	5.00%	✗	PWA have inspected site, Architech/designer to be engaged to finalise scope. Incorporate Snowy Ave Design
7.4.1.69 PP-213 Extension of stage lighting control at the Jindabyne Memorial Hall	Not Started		x					0.00%	0.00%	✓	Meeting arrange with relevant stakeholder schedule for early February.
7.4.1.70 PP-215 Installation of wing wall curtains and track at the Jindabyne Memorial Hall	In Progress	x						80.00%	50.00%	✓	Installation of curtains to be completed by mid February
7.4.1.71 PP-220 Review of facilities at Jindabyne Pool and undertake key works	In Progress					x		0.00%	0.00%	✓	PWA to inspect site
7.4.1.72 PP-221 Construct of a playground at Kalkite	In Progress				x			5.00%	5.00%	✓	Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor
7.4.1.73 PP-222 Upgrade to Clay Pits area at lake Jindabyne Foreshore (Balancing Project)	Not Started						x	0.00%	0.00%	✓	Scope of delivered to be developed in June, works to commence in Jan 2019. Balancing project to be completed last
7.4.1.74 PP-223 Undertake design and approvals for the Lake Jindabyne Shared Trail	In Progress				x			5.00%	0.00%	✓	Contract awarded. Desktop design underway, on the ground works planned to start in February.
7.4.1.75 PP-224 Adaminaby Streetscape Project	In Progress					x		2.00%	0.00%	✓	Tender for design open (close 8/2), sucessful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.76 PP-229 Dalgety Streetscape Project	In Progress					x		2.00%	0.00%	✓	Tender for design open (close 8/2), sucessful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.77 PP-231 Jindabyne Streetscape Project	In Progress					x		0.00%	0.00%	✓	Construction of Kalkite St Carpark, concept works underway in conjunction with Snowy Av upgrades
7.4.1.78 PP-113 Delegate Streetscape Project	In Progress					x		2.00%	0.00%	✓	Tender for design open (close 8/2), sucessful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.79 PP-124 Internal painting at Delegate School of Arts building	Completed							100.00%	100.00%	✓	
7.4.1.80 PP-125 Seating, Concrete and drainage works at the Cathcart School Of Arts Park	In Progress			x				2.00%	0.00%	✓	Inspection planned for January to undertake design / survey of site.
7.4.1.81 PP-130 Upgrade of dining room at the Bombala Showground Exhibition Hall	In Progress					x		2.00%	5.00%	✗	PWA have inspected site, Architech/designer to be engaged to finalise scope.
7.4.1.82 PP-241 Installation of Dalgety Precinct equipment	In Progress					x		5.00%	0.00%	✓	Will form part of the Streetscape upgrade project



Snowy Monaro Regional Council (SMRC)

**ACTION PLANS**

**Stronger Communities Fund Major Projects Program**

ACTION	STATUS	PLANNED END DATE						COMPLETE	TARGET	TARGET	COMMENTS
		Mar-18	Jun-18	Sep-18	Dec-18	Mar-19	Jun-19	% 31/01/2018	% Dec-17		
7.4.1.83 PP-152 Finalise project design and approvals for the Bombala Heavy Vehicle Bypass Route (Balancing Project)	In Progress						x	2.00%	0.00%	✓	Feasibility Study - Tender open (close 8/2) to undertake feasibility study of Heavy Vehicle movement in Bombala and develop options. Design and Construction - Concept design completed, Tender for detailed design and construction will be prepared following outcome of feasibility study.
7.4.1.84 PP-154 Bombala Streetscape Project - Therry St Square (Balancing Project)	In Progress					x		5.00%	5.00%	✓	Landowner negotiation - all landowners have been contacted, no major issues to date. Concept Design - Consultant will undertake aerial photography (24/1) to develop concept plans for Therry st development. Expected to have final concepts by March.
7.4.1.85 PP-163 Construction of an All abilities Playground at Bombala	In Progress				x			5.00%	5.00%	✓	Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor
7.4.1.86 PP-171 Construction of new Toilet Facilities in Bombala CBD	In Progress					x		2.00%	5.00%	✗	Design - PWA have inspected site, and will develop concept design for community consultation. Land Purchase - Subdivision plans have been completed, Land sale on hold until concept design plans have been developed. Construction - Tender to be prepared once design plans and specification is finalised.
7.4.1.87 PP-202 Upgrade to the kiosk facilities at the Bombala Exhibition Ground	In Progress						x	2.00%	5.00%	✗	PWA have inspected site, Architect/designer to be engaged to finalise scope.
7.4.1.88 PP-206 Upgrade to the kiosk facilities at the Delegate Sportsground	In Progress				x			2.00%	5.00%	✗	PWA have inspected site, Architect/designer to be engaged to finalise scope.
7.4.1.89 PP-208 Installation of new seating around Delegate Sportsground	In Progress	x						5.00%	0.00%	✓	Site inspected, order to be placed by end of Jan
7.4.1.90 PP-226 Bombala Streetscape Project	In Progress						x	2.00%	0.00%	✓	Tender for design open (close 8/2), successful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.91 PP-228 Cathcart Streetscape Project	In Progress					x		2.00%	0.00%	✓	Tender for design open (close 8/2), successful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.92 PP-230 Delegate Streetscape Project	In Progress						x	2.00%	0.00%	✓	Tender for design open (close 8/2), successful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.93 PP-235 Bibbenluke Streetscape Project	In Progress					x		2.00%	0.00%	✓	Tender for design open (close 8/2), successful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.94 PP-239 Insulation of main classroom at the Delegate Preschool	Not Started		x					2.00%	5.00%	✗	PWA site inspection completed. Develop Scope to engage Builder





Snowy Monaro Regional Council (SMRC)

## ACTION PLANS

### Stronger Communities Fund Major Projects Program

ACTION	STATUS	PLANNED END DATE						COMPLETE	TARGET	TARGET	COMMENTS
		Mar-18	Jun-18	Sep-18	Dec-18	Mar-19	Jun-19	% 31/01/2018	% Dec-17		
7.4.1.95 PP-236 Undertake critical Bridge Repairs within Bombala Area	In Progress						x	5.00%	0.00%	✓	Undertake Repairs on Broadview Bridge Undertake repairs on Horsey Swamp Bridge Undertake repairs on Merrima Bridge (Jones Creek) - Quotations underway, effected landowner consultation underway
7.4.1.96 PP-017 Investigate options for the upgrade of the Bandshell facility in Cooma	Not Started					x		0.00%	0.00%	✓	PWA site inspection required
7.4.1.97 PP-018 Upgrade to the Cooma Visitors Centre	In Progress						x	2.00%	5.00%	✗	PWA have inspected site, Architech/designer to be engaged to finalise scope.
7.4.1.98 PP-025 Nijong Oval Improvements; including upgrade to amenities, car park, playground installation	In Progress						x	5.00%	10.00%	✗	Nijong Oval Amenities Building Upgrade - PWA have inspected site to preapre options. (March 2019) Nijong Oval Playground Installation - Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor (June 2018) Nijong Oval Installation of learner bike track - Design underway, utilising ACT Government design as a base. Construction estimate required. (Sept 2018)
7.4.1.99 PP-031 Improvement at the Cooma Festival Swimming Pool	In Progress				x			0.00%	5.00%	✗	PWA site inspection required
7.4.1.100 PP-032 Upgrade to Snowy Oval amenities building	In Progress						x	2.00%	5.00%	✗	PWA have inspected site, Architech/designer to be engaged to finalise scope.
7.4.1.101 PP-034 Upgrade playground at Cooma North shops	In Progress				x			5.00%	5.00%	✓	Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor
7.4.1.102 PP-037 Upgrade of Playground at Rotary Oval	In Progress				x			5.00%	5.00%	✓	Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor
7.4.1.103 PP-041 Upgrade to Cooma Centennial Park playground	In Progress				x			5.00%	5.00%	✓	Design and Construction Tender closes 18/1. Aim to have report to Feb Council Meeting for approval of preferred contractor
7.4.1.104 PP-046 Complete the missing links for shared path in Cooma	In Progress				x			2.00%	0.00%	✓	Design of paths underway. Construction expected to begin in April.
7.4.1.105 PP-053 Finalise Design and approvals for the Shared path from Lion Park to Murrumbidgee River reserve; undertake stage 1 of the works (Balancing Project)	Not Started						x	2.00%	0.00%	✓	Scoping of works underway.
7.4.1.106 PP-059 Upgrade of the amenities at Lake Williams Nimmitabel	In Progress	x						2.00%	0.00%	✓	Scoping of works underway.
7.4.1.107 PP-088 Installation of solar energy at Yallabee Aged Care Facility	Not Started					x		0.00%	0.00%	✓	Assessment of Solar solution to be undertaken with larger renewable energy project
7.4.1.108 PP-099 Construction of a roundabout at the intersection of Baron and Sharp St Cooma	In Progress						x	5.00%	5.00%	✓	Tender for design open (Close 8/2). Construction depentant on final design estimate.
7.4.1.109 PP-122 Installation of additional Safety fencing at Mt.Gladstone for the Hill Climb races	Completed							100.00%	100.00%	✓	
7.4.1.110 PP-123 Purchase of multimedia equipment for the Michelago Memorial Hall	In Progress	x						50.00%	10.00%	✓	Equipment received, installation Feb 2018



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**ACTION PLANS**

**Stronger Communities Fund Major Projects Program**

ACTION	STATUS	PLANNED END DATE						COMPLETE	TARGET	TARGET	COMMENTS
		Mar-18	Jun-18	Sep-18	Dec-18	Mar-19	Jun-19	% 31/01/2018	% Dec-17		
7.4.1.111 PP-133 Purchase & install chairs, tables, IT / Wi-Fi equipment and furniture at The HUB Cooma	In Progress	x						50.00%	5.00%	✓	IT Equipment Supply - COMPLETED Furniture Supply - Order Placed February 2018
7.4.1.112 PP-135 Construction of BBQ and shelter at the Nimmitabel Caravan park	In Progress		x					2.00%	0.00%	✓	Design development underway
7.4.1.113 PP-136 Roof and heater replacement at the Nimmitabel Hall	In Progress				x			2.00%	5.00%	✗	PWA have inspected site, Scope for builder to be developed
7.4.1.114 PP-138 Develop strategic plan for the Snowy Monaro Regional Pound facilities	In Progress		x					2.00%	0.00%	✓	Internal Council staff will be developing plan, and undertaking identified action items
7.4.1.115 PP-143 Design and approvals for the upgrade to Rockflat Creek Bridge	In Progress					x		5.00%	0.00%	✓	Tender for design open (close 8/2).
7.4.1.116 PP-147 Upgrade the foyer and changerooms at the Cooma Basketball and Gymnastics Facility	In Progress					x		2.00%	5.00%	✗	PWA have inspected site, Architech/designer to be engaged to finalise scope.
7.4.1.117 PP-137 Installation of Banners in Bombala	In Progress					x		2.00%	0.00%	✓	To be incorporated into the streetscape design process
7.4.1.118 PP-167 Badja Picnic Area upgrades at Numeralla	In Progress			x				2.00%	0.00%	✓	Planning for works underway, in consultation with local groups.
7.4.1.119 PP-174 Upgrade of facilities at the Nimmitabel Caravan Park	In Progress	x						2.00%	0.00%	✓	Scoping of works underway.
7.4.1.120 PP-176 Construction of Storage space at The Hub Youth Centre Cooma	In Progress		x					2.00%	0.00%	✓	Alternative solution developed. Design and quotes underway
7.4.1.121 PP-190 Installation of Playground at Michelago	In Progress	x						5.00%	0.00%	✓	Quotation for installation been sort
7.4.1.122 PP-199 Replacement of fence at the Numeralla Cemetery	In Progress	x						5.00%	0.00%	✓	Works to begin 29/1, complete end of Feb
7.4.1.123 PP-200 Improvement for maintaining Nimmitabel Cemetery	In Progress	x						50.00%	25.00%	✓	Mower supply - Completed Shed and Water tank - Works to be undertake in February 2018
7.4.1.124 PP-227 Bredbo Streetscape Project	In Progress					x		2.00%	0.00%	✓	Tender for design open (close 8/2), sucessful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.125 PP-232 Michelago Streetscape Project	In Progress					x		2.00%	0.00%	✓	Tender for design open (close 8/2), sucessful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.126 PP-233 Nimmitabel Streetscape Project	In Progress					x		2.00%	0.00%	✓	Tender for design open (close 8/2), sucessful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.127 PP-234 Numeralla Streetscape Project	In Progress					x		2.00%	0.00%	✓	Tender for design open (close 8/2), sucessful consultant will inspect site, and meet with relevant local stakeholder group to determine design requirements for modifications.
7.4.1.128 PP-137 Installation of Banners in Cooma, Michelago, Bredbo & Nimmitabel	In Progress					x		2.00%	0.00%	✓	To be incorporated into the streetscape design process
7.4.1.129 PP-240 Renewable Energy - Investigation and installation in eSnowy River area	In Progress						x	5.00%	0.00%	✓	Energy Study underway to determine locations and specification for installation of solar on building
7.4.1.130 PP-240 Renewable Energy - Investigation and installation in eBombala area	In Progress						x	5.00%	0.00%	✓	Energy Study underway to determine locations and specification for installation of solar on building






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ACTION PLANS

Stronger Communities Fund Major Projects Program

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		Mar-18	Jun-18	Sep-18	Dec-18	Mar-19	Jun-19	% 31/01/2018	% Dec-17		
7.4.1.131 PP-137 Installation of Banners in Jindabyne, Berridale and Adaminaby	In Progress					x		2.00%	0.00%		To be incorporated into the streetscape design process
7.4.1.132 PP-139 Undertake various works at Cemeteries in eSnowy River area	In Progress			x				5.00%	5.00%		Arborist Inspections - Tender open (Close 8/2) - April 2018 Installation of new information boards - Design underway - May 2018 Round plan cemetery entrance - quotation to be sort - May 2018

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## **16.2 INTEGRATED PLANNING AND REPORTING WORKSHOP AND EXTRAORDINARY MEETING TO REVIEW DELIVERY AND OPERATIONAL PLANS.**

Record No:

Responsible Officer: Director Corporate and Community Services

Authors: Governance IP&R Contractor  
Group Manager Governance

Key Direction: 7. Providing Effective Civic Leadership and Citizen Participation

Delivery Plan Strategy: DP7.1.1.2 Council's leadership is based on ethics and integrity to enable informed and appropriate decisions in the community's best interest.

Operational Plan Action: OP7.7 Provide timely, accurate and relevant information to Council to enable informed decision making.

Attachments: Nil

Cost Centre

Project IP&R Project

Further Operational Plan Actions: NIL

### **EXECUTIVE SUMMARY**

The NSW *Local Government Act 1993* requires all Councils to develop or revise the Community Strategic Plan, Resourcing Strategy, Delivery Program and Operational Plan by the 30 June in the year following an ordinary local government election.

Snowy Monaro Regional Council election was held on 9 September 2017. As such these documents should be in place prior to 30 June 2018.

At its meeting of 15 February 2018, and following a planning workshop on 1 February 2018, Council resolved to place the Draft Snowy Monaro 2040 Community Strategic Plan on public exhibition until 25 March 2018.

The purpose of this report is to advise the Council of the need to hold an extra ordinary meeting on 3 May 2018 and an information workshop prior to this on Monday 16 April 2018.

The following officer's recommendation is submitted for Council's consideration.

#### **OFFICER'S RECOMMENDATION**

That Council approve the recommendation to:

- A. Hold an extra ordinary meeting on 3 May 2018.
  - B. Hold a preceding workshop for Councillors on Monday 16 April 2018 at 3:30 pm, or
  - C. Select alternative dates for both of the recommendations above prior to 4 May 2018.
-

## **BACKGROUND**

The NSW *Local Government Act 1993* requires all Councils to develop or revise the Community Strategic Plan, Resourcing Strategy, Delivery Program and Operational Plan by the 30 June in the year following an ordinary local government election.

Snowy Monaro Regional Council election was held on 9 September 2017. As such to meet the Office of Local Government requirements these key planning instruments should be in place prior to 30 June 2018. Following and incorporating the extensive community consultation undertaken from April to July 2017 Council staff have been developing the documents as required.

At its meeting of 15 February 2018, and following a planning workshop on 1 February 2018, Council resolved to place the Draft Snowy Monaro 2040 Community Strategic Plan on public exhibition until 25 March 2018.

Council's Resourcing Strategy which incorporates the Long Term Financial Plan, Asset Management Strategy and the Workforce Management Plan has been in development since December 2017. The work undertaken developing the Resourcing Strategy will in turn inform Council's 2018-21 Delivery Program, incorporating the Capital Works Program; and the 2018-19 Operational Plan which incorporates the Annual budget and Fees and Charges for the 18/19 year.

The work undertaken by Council staff to complete this work is extensive and time consuming. Due to the nature of these important planning documents it is felt that a standalone extra-ordinary meeting is required for Council to familiarise themselves with and review their content.

The recommendations of this report seeks to gain Council endorsement for the holding of an extra ordinary meeting on 3 May 2018, and an information sharing workshop for Councillors on Monday 16 April 2018 at 3:30pm.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

The opportunity for Council to have sufficient opportunity through holding the extra ordinary meeting and workshop will ensure the social element of the quadruple bottom line is met.

### **2. Environmental**

The opportunity for Council to have sufficient opportunity through holding the extra ordinary meeting and workshop will ensure the environmental element of the quadruple bottom line is met.

### **3. Economic**

The opportunity for Council to have sufficient opportunity through holding the extra ordinary meeting and workshop will ensure the economic element of the quadruple bottom line is met.

### **4. Civic Leadership**

The opportunity for Council to have sufficient opportunity through holding the extra ordinary meeting and workshop will ensure the civic leadership element of the quadruple bottom line is met.

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### 16.3 EASY TO DO BUSINESS INITIATIVE BY SERVICE NSW

Record No:

Responsible Officer:	Director Environment & Sustainability
Author:	Group Manager Economic Development and Tourism
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.1.3.1 Balance statutory requirements with individual choice and informed decision making
Operational Plan Action:	OP7.14 Advocate with State and Federal Government for the removal of barriers to economic and community development.
Attachments:	1. Sample Council agreement with Service NSW <a href="#">↓</a> 2. Service NSW flyer about the program <a href="#">↓</a>
Cost Centre	N/A
Project	N/A
Further Operational Plan Actions:	N/A

#### EXECUTIVE SUMMARY

This report provides a description of the Easy to do business initiative by the NSW government which attempts to make it easier for small business to understand and obtain all necessary regulatory approvals they require to operate.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council

- A. Agree to participate in the Easy to do Business initiative
- B. Delegate authority to the General Manager to enter into an agreement with Service NSW for Easy to do Business
- C. Authorise the use of the Common Seal of Council to execute any necessary documents required to effect the agreement with Service NSW.

#### BACKGROUND

The Office of the Small Business Commissioner and Service NSW have developed an initiative called the 'Easy to do Business' program. This is a free program designed to help small business negotiate the range of potential government and regulatory approvals they may require in order to legally operate. It has been developed by the NSW Government, but is aimed at dealing with the required approvals from Federal, State and Local government agencies.

Essentially the program involves the creation of a centralised 'business concierge' service within Service NSW. This service will be available primarily over the phone but will provide a single point of contact for a small business owner to negotiate all required approvals. According to Service NSW:

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*"Previously, cafes, small bars and restaurants would have to deal with up to 13 agencies, 75 regulations, up to 30 phone numbers and complete 48 forms, taking as long as 18 months to navigate. This program has seen this reduced to one digital application and one phone number, reducing the opening time for businesses to 90 days."*

As an example, the initiative will provide a customer, who wishes to set up cafés, restaurants or a small bar, with a single point of contact within Service NSW who will help them navigate all the required approvals to operate the business, for example registering the business, obtaining an ABN, and required Council approvals.

Small business owners will receive other benefits if Council signs up for the program, including:

- Get a unique digital profile that can help fast track the approval process across local, state and federal government
- Receive step by step guidance through the application process
- Have the support of a dedicated Business Concierge who can answer questions, liaise with council, and review applications to ensure they are 'decision ready'
- Know upfront the time, fees and effort involved.

The Council will benefit from a reduced customer service load and better quality applications which should result in time and efficiency gains in assessing applications. A document from Service NSW which summarises some benefits for Council is attached to this report, along with an example of an MoU agreement the Council would be likely to enter into with Service NSW if it agrees to participate in the program.

There is no cost to Council for signing up to the program, other than a small commitment of staff time to ensure Service NSW understand local requirements, processes and fees and to discuss logistics of the program.

For Council, the next step from this point is to endorse the recommendations of this report and then inform Service NSW that this has occurred. Following this, the Easy to do Business Council/Agency Lead personnel will make a presentation to key Council staff to provide them with the information and skills for "Operational Readiness". Once Council staff are prepared, there will be an official launch and announcement of the program.

The program was discussed with Council's Managers directly involved in regulatory approvals and none raised any objection to Council's participation in the program. Additionally, Council was advised in late February that 30 Councils across the State had already signed up for the program as of this date. It is understood many more are considering reports on the program at their Council meetings this month.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

The initiative should benefit the community by making it easier to negotiate all required approvals. It should also result in better quality applications and more compliance with regulations due to the specialised guidance that can be provided by the business concierge.

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## **2. Environmental**

This program has no direct impact on the environment.

## **3. Economic**

This program is designed to help small business and improve the efficiency of obtaining necessary approvals. It is hoped that by doing so economic benefits will result for the business and the wider community.

There is no financial cost to Council from participation in the program.

## **4. Civic Leadership**

The program is an example of different layers of government working together to provide better customer service to the community, whilst at the same time improving efficiency and regulatory compliance.

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## Memorandum of Understanding

### 1. MOU Details

Duration of MOU	
Commencement Date	
Service NSW Details	
Address	Level 20, 2-24 Rawson Place Sydney NSW 2000
ABN	37 552 837 401
Service NSW Representative	
Phone	
Email	
[Name of Council] Details	
Address	
ABN	
Council Representative	
Phone	
Email	

### 2. Parties

This MOU is made between:

**The State of New South Wales represented by Service NSW, ABN 37 552 837 401, whose address is Level 20, 2-24 Rawson Place, Sydney NSW 2000 (SNSW);**

**and**

**[insert name of council], ABN [insert ABN number], of [insert street address of council] (The Council).**

### 3. Background

1. This MOU sets out the agreed understanding of the parties and basis upon which the arrangement is entered into. The MOU is not legally binding.

2. Easy to do Business is a joint initiative of the Department of Premier and Cabinet, the Customer Service Commissioner, the Office of the NSW Small Business Commissioner and SNSW to make NSW the easiest state to do business.
3. SNSW has partnered with [insert name of council] to promote and deliver the Easy to do Business program to small business across New South Wales.
4. The purpose of this collaboration is to:
  - 4.1 help business owners open and grow a café, small bar or restaurant by providing a single online digital solution and personalised support, and
  - 4.2 make it easier to set up a business in New South Wales.
5. The Easy to do Business program is a free service for [insert name of council] and customers.
6. The Easy to do Business program will expand to include other industries and the entire small business lifecycle, in the future.

#### 4. Term

- 4.1 This MOU commences on the Commencement Date specified in MOU Details and will continue unless terminated by either party.

#### 5. Termination

Either Party may terminate this MOU by giving the other Party ninety (90) days' written notice.

#### 6. SNSW's obligations

SNSW will:

- (a) ensure the Business Concierge will be the customer's single point of contact for queries relating to opening or growing their business
  - (b) within two working days, call the customer to establish and understand the customer's ambition with respect to their business and outline how the program may be able to help
  - (c) provide tailored information specific to each customer's needs
  - (d) address customer queries relevant to any stage of the end-to-end journey
  - (e) provide to the customer a detailed case management plan outlining all licences and approvals required to open or grow their business and the suggested pathway to completion
  - (f) where a customer query cannot be immediately addressed, make contact with Council or the relevant federal or state government agency to source the additional information required and respond back to the customer as promptly as possible
  - (g) escalate customer queries to the Council specialist team wherever questions become advice-based or highly complex
  - (h) guide and support the customer through the online licence application processes
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- (i) review, verify and validate customer applications against agreed criteria so as to improve the quality of applications submitted to Council.

## 7. Council's obligations

The Council will:

- (a) refer eligible customers to EtdB
- (b) provide guidance and information to the EtdB team to assist it to respond to customer queries, as required
- (c) communicate application outcomes to the customer and the EtdB team
- (d) provide updates on changes in the local area that may impact EtdB
- (e) identify local events and organisations that are opportunities to inform customers about EtdB
- (f) provide feedback on the effectiveness and performance of EtdB in the local area.

## 8. Review of MOU

The Parties agree to meet to discuss the terms and conditions of this MOU and to consider whether any variations or amendments need to be made.

## 9. Variations

This MOU may be varied by agreement of the Parties in writing.

## 10. Relationship

### 10.1 Cooperation

In carrying out its respective obligations under this MOU, the Parties agree to co-operate in a timely and effective manner with each other and to act in good faith.

### 10.2 Meetings

The SNSW Representative and the Council Representative agree to meet and discuss any matters relating to this MOU.

### 10.3 Issues

Each Party will keep the other informed in writing as to any issues arising and keep an ongoing written record of the status of each issue and when and how it was resolved.

## 11. Representatives of the Parties

### 11.1 Change of Representatives

- (a) The Parties should inform the other party about any change of Representative from that specified in MOU Details.

## 11.2 Power and authority of Representatives

The SNSW Representative and the Council's Representative:

- (a) are the agent of the respective Party for the purposes of doing anything to be under this MOU; and
- (b) have the authority to make and give, or accept, on the Party's behalf, any approvals, acceptances, directions, notice and other decisions that the Party may make and give, or accept, under this MOU.

## 12. Resolution of Disputes

- (a) Both Parties agree to attempt to act in good faith in carrying out their obligations under this MOU and to attempt to resolve any Dispute in good faith.
- (b) In the event of any dispute between the Parties under or in connection with this MOU, the Parties will:
  - (i) within seven days (or such other period agreed between the parties) of a Party providing notice of a dispute to the other Party, ensure that the SNSW Representative and Council Representative meet with a view to resolving the dispute; then
  - (ii) if the dispute is not resolved, within 14 days (or such other period agreed between the Parties) of that meeting, the Chief Executive of the Council (or delegate) will meet with the Chief Executive Officer of Service NSW (or delegate) with a view to resolving the dispute.
- (c) Any Disputes arising out of or in connection with the MOU which cannot be settled by negotiation between the Parties under clause 12 (b) shall be referred to mediation via the Resolution Institute - <https://www.iama.org.au>.
- (d) If a dispute arises from, out of, or in connection with this MOU, the Parties must attempt to resolve it in accordance with the Premier's Memorandum M1997 – 26 Litigation Involving Government Authorities.

## 13. Notices

### 13.1 General

Any notices under this MOU must be given by an Authorised Representative of the Parties.

### 13.2 Change of address

Each Party must notify the other Party in writing of any changes to notice details specified in MOU Details.

## 14. Non-binding Memorandum of Understanding

- (a) This MOU is not intended to create legally enforceable rights or obligations for either Party.
- (b) This MOU merely constitutes a statement of the mutual intentions of the Parties with respect to its contents and each Party represents to the other that:

- (i) no reliance will be placed on it;
- (ii) it does not constitute an obligation binding either side;
- (iii) it does not contain all matter upon which agreement must be reached in order for an agreement to be consummated;
- (iv) it creates no rights in favour of either party; and
- (v) for the avoidance of doubt and without limiting the above in any way, this MOU imposes no commitment on any person to proceed with an agreement.

15. Miscellaneous

15.1 Legal costs

Subject to any express provision in this MOU to the contrary, each Party must bear its own legal and other costs and expenses relating directly or indirectly to the preparation of, and performance of its obligations under this MOU.

15.2 Amendment

All amendments to this MOU and all consents, approvals, waivers and agreements made under this MOU must be evidenced in writing.

Signed for and on behalf of SNSW

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

Signed for and on behalf of the Council

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

# Opening and running a café, restaurant or small bar just got easier



We're working with the Office of the NSW Small Business Commissioner to make it easier to do business.

Previously, cafes, small bars and restaurants would have to deal with up to 13 agencies, 75 regulations, up to 30 phone numbers and complete 48 forms, taking as long as 18 months to navigate. Our program has seen this reduced to one digital application and one phone number, reducing the opening time for businesses to 90 days or less.

We are creating a brand new way for businesses to interact with government through one online portal. Businesses in your community will receive step-by-step guidance and support across local, state and federal government requirements, whether they wish to open, grow or finalise their business.

Benefits for Councils include:

- Increased productivity with 'decision ready' applications and reduced transaction costs
- Effective tools to help boost your local economy, enabling more jobs in your region – and assisting Council to deliver on its strategic plan

You can also become a member of the Office of the NSW Small Business Commissioner Small Business Friendly Council initiative that supports Councils with information and resources, access to a networking group and free conferences to help build small business friendly capability.

With new sectors such as housing and construction being added in the near future, we are working hard to make it easier to do business in NSW.

For more information visit [service.nsw.gov.au/business](https://service.nsw.gov.au/business)

**service.nsw.gov.au • 13 77 88**



**Small  
Business  
Commissioner**



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## 16.4 DONATION AND SPONSORSHIP REQUESTS MARCH 2018

Record No:

Responsible Officer:	Director Corporate and Community Services
Author:	Group Manager Governance
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.1.1.2 Council's leadership is based on ethics and integrity to enable informed and appropriate decisions in the community's best interest.
Operational Plan Action:	OP7.7 Provide timely, accurate and relevant information to Council to enable informed decision making.
Attachments:	1. Requests for Donations and Sponsorships Mar 2018 <a href="#">↓</a> 2. Applications for Donations and Sponsorships Mar 2018 <a href="#">↓</a>
Cost Centre	3120
Project	Donations and Sponsorships

### EXECUTIVE SUMMARY

Submissions received by Council requesting consideration for funding are attached to this report in two documents:

**1. Requests for Donations and Sponsorship for submission to Council March 2018.**

- This document contains a summary of requests for March 2018 Council. Total value requested by community members is \$30,362.83.
- The officer has not made a recommendation on value, only presented the requested amounts for Council to consider.

**2. Applications for Donations and Sponsorship March 2018.**

- This document contains the original submission detail received from each submission for March.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council determine the value to approve for each of the submissions numbered 1 - 16 in the attachment - Requests for Donations and Sponsorship for submission to Council March 2018

### BACKGROUND

#### Sponsorship Budget Reconciliation

The Budget allocation for the 2018 FY for Donations and Sponsorship Requests is \$62,500.

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Current year-to-date expenditure for the 2018 FY following the February 2018 Council is \$64,002.55 .

The balance for the 2018 FY available from current budget is (\$1502.55).

Total value of requests for Council to consider for this submission is \$30,362.83.

If Council were to approve the current submissions in total value this would create a budget deficit for donations of (\$31,865.38).

Additional sourcing of budget would be required to offset this allocation in addition to sponsorship requests for the remainder of the 2018 FY.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

This process has been developed to ensure that the LGA invests in events that have the potential to raise economic, social or cultural benefits to our community. All requests made will be considered by formal resolution of Council

### **2. Environmental**

Most organised events are covered by a development consent therefore any environmental impacts are dealt with through that process

### **3. Economic**

The Community will recognise additional economic benefit as a result of the support to initiatives outlined through these submissions

### **4. Civic Leadership**

Decisions to provide sponsorship to community groups, individuals and events must be considered in a transparent process. The granting of financial assistance must be by formal specific resolution of Council

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#	Organisation	Request Summary	Requested Value	Recommendation	Comment
1	Lateral Events ABN: 86 077 821 339 (L'Etape)	Waste Management - \$3500 Jindabyne Memorial Hall Hire (8 days @ \$310 per day - \$2480 Use of Banjo Paterson Park (9 days @ \$510 - \$4590 Use of Clay pits area (8 days @ \$510 - \$4080 DA Fee Waiver - \$140 Advertising - \$1105 <b>Total Cost - \$15895</b> <b>As per previous Council discussions with a 50% fee waiver total for request \$7947.50</b>	\$7947.50	<b>This has been previously approved as part of the Event establishment. This is Year 3 contribution @ 50% of cost.</b>	<ul style="list-style-type: none"> <li>Annual L'Etape Event – this will be the third year the event has been held.</li> <li>The event brings many visitors to the Snowy Monaro area – growing recognition of Snowy Monaro region as a cycling destination</li> <li>A 50% fee waiver had been discussed by Council for the 2018 event; with no waiver for 2019 and thereon</li> </ul>
2	Mountain Life Church	Establish a permanent waiver of fees for use of Claypits Stage	\$510		Mountain Life Church was the benefactor in providing the stage to the community and to the Council at the time of building. Fees were waived for a period of 5 years, this lapses 8/10/18 Seeking waiver for Easter Day Services
3	Snowy Mountains Quilt & Craft Group	Waiver of Hire fees/or a discount on hire fees - for annual Quilt Show – Jindabyne Memorial Hall Supper Room over 4 days (\$130 per day)	\$520		This is a Not for Profit Group – Annual Quilt show at Easter – each year the group make a quilt to raffle.
4	Jindabyne Lions Club	Waiver of Hire fee – Jindabyne Memorial Hall for Easter Art Show – for two weeks (\$155 per day)	\$2170		This is their major fund raiser each year. Funds raised by Jindabyne Lions club are used to support present and past community projects.
5	Seaside	Requesting \$6600.00 to cover	\$7036		<ul style="list-style-type: none"> <li>2<sup>nd</sup> annual clean-up day</li> </ul>

#	Organisation	Request Summary	Requested Value	Recommendation	Comment
	Scavenge	facilitation of project incl: Event Costs Waiver of DA Fee (\$140) for annual lakeside scavenge. Waste management: \$436.00			<ul style="list-style-type: none"> <li>Last year 748kg waste collected from event</li> <li>SMRC Waste department supported this event last year and were extremely happy with the results of the event.</li> </ul>
6	Sue Walker (Shave for a Cure)	Shave for a Cure Donation Request - \$500.00 Would like the Mayor to be available on the day to shave her head. Event 24 March 2018	\$500.00		Sue would like a donation and in return the Mayor will be able to shave her head on the day, along with a second persons. The Mayor has indicated his support for this event.
7	Nimmitabel Men's Shed	Request to Waive Water Charges – Rates Water Access Charge for railway land they lease \$393.00 + arrears \$316.33 (currently accruing interest on arrears) = \$709.33 to 28/2/2018	\$709.33		Council's administrator granted a waiver of the fee for the previous financial year.
8	Cooma Little Theatre	Request for a donation of \$500 to support Hub Youth Week activity Musical Theatre Intensive Workshop.	\$500		The total cost of the workshop is \$1500. This workshop is for young people aged between 8 and 15 years.
9	Ngarigo Nation Indigenous Corporation	Waive hire cost of Cooma Multi-Function Centre	\$570		Ngarigo Nation Indigenous Corporation official launch – 7 April 2018
10	Delegate Show	Provision of 10 waste and 10 recycling bins and collection of same. (see costing below)	\$350		Follows from discussions with Mayor Rooney at Delegate Show on sat 3 Mar 2018 The Showground Committee did request permanent placement of bins at the grounds – however Council recommend event loan bins be held at Depots for use by all community members as requested.

#	Organisation	Request Summary	Requested Value	Recommendation	Comment
11	Delegate Campdraft	Provision of 10 waste and 10 recycling bins and collection of same.	\$350		Follows from discussions with Mayor Rooney at Delegate Show on sat 3 March 2018. The Showground Committee did request permanent placement of bins at the grounds – however Council recommend event loan bins be held at Depots for use by all community members as requested.
12	SMRC community events	Provision of 40 waste and 40 recycling bins for use by community events, to be kept at depots.	\$6000		These bins will be available for loan to community events and held at depots – but delivery and collection and waste disposal will need to be by sponsorship request from event organiser.
13	Anglicare Op Shop	Access to waste disposal free of charge for all non-recyclable items.	\$800		Mandy Thurling advised that previously in the Cooma-Monaro Shire Council two local charity organisations would write to Council on an annual basis (they have not done for the last two years) requesting assistance for waste disposal for items that were not reusable or that could not be sold through their op shops – Council would donate \$800.00pa to each organisation for waste disposal, when donation amount had been used then the organisations would resume paying for disposal of waste.
14	St Vincent de Paul Society	Free waste disposal for excess rubbish.	\$800		See above
15	Snowy Monaro Assemblies of God (Abundant Life Centre)	Fee waiver for disposal of dumped / unwanted / unusable donations.	\$800		See above
16	Anglican “Seek and Find” Op Shop	Fee waiver for disposal of all non-recyclable items.	\$800		See above
Total Donation Value for March 2018: \$30,362.83			Council Endorsement:		



**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**  
**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

1. Applicant (include address and ABN if applicable) Lateral Events – ABN: 86 077 821 339
2. Location/address: Level 11 Challis House, 4 Martin Place Sydney NSW 2000
3. Date of establishment or inauguration: 1996
4. Is your organisation registered for GST? Yes    No
5. Amount of funding requested: Waste management: \$3,500 Memorial Hall hire: \$310 * 8 days = \$2,480 Use of Banjo Patterson Park: \$510 * 9 days. = \$4,590 Use of the Claypits area: \$510 * 8 days. = \$4,080 DA fee waiver: \$140 (DA fee) + \$1,105 (advertising) = \$1,245 TOTAL: \$15,895
6. Brief description of the nature and objectives of applicant/recipient organisation: Lateral Events organise L'Étape Australia, the biggest Tour de France event outside France. Since 2016, the event gathers more than 3,500 riders annually in the Snowy Monaro region. L'Étape Australia wishes to relocate its event hub in Jindabyne to provide riders with a greater experience and local business with greater financial benefits. To achieve this, L'Étape Australia request the use of Banjo Patterson Park, the Claypits area (parking and stage area), the Memorial Hall as well as assistance in the waste management.
7. Purpose for which assistance is sought: <input checked="" type="checkbox"/> In kind support <input checked="" type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) <input type="checkbox"/> Mowing / gardening <input type="checkbox"/> Road closures (amounts include staff time) <input checked="" type="checkbox"/> Fee waiver eg, DA / hall hire fees <input checked="" type="checkbox"/> Promotion via print media, Council website etc
8. Which category does the event fit within Council's Delivery & Operations Program? L'Étape Australia meet the following key directions of the SMRC operational plan:

<ul style="list-style-type: none"> <li>- Expanding connections within the region and beyond by working with local businesses and making community members from different areas of the council working together;</li> <li>- Strengthening the local economy by working with local business, creating more than \$1.7M of economic impact in the region (source: DNSW study) and growing the recognition of Snowy Monaro region as a cycling destination.</li> <li>- Enhancing a healthy and active lifestyle by promoting cycling to the local schools.</li> </ul>
<p>9. Financial details of project or program for which assistance is sought:</p> <p>Not applicable.</p>
<p>10. Total cost of project or program:</p> <p>Budgeted costs: between \$1M and \$1.5M</p>
<p>11. Details of other funding received from SRSC if any:</p> <p>Nil</p>
<p>12. Details of other financial assistance sought or obtained:</p> <p>Nil</p>
<p>13. How will Council funding be acknowledged eg logo or signage</p> <p>Visibility on the L'Étape Australia website.</p> <p>Acknowledgements during the key moments of the events (partners dinners, opening ceremony, prizes ceremony).</p>
<p>14. Details of Office Bearers or other involved parties:</p> <p>Florent Malézieux – L'Étape Australia director – <a href="mailto:florent.malezieux@lateralevents.com">florent.malezieux@lateralevents.com</a> +61 403 283 046</p>
<p>15. What services or activities will the recipient provide to SRSC residents?</p> <p>Free access to the event hub (activities related to cycling, exhibitors, giant screen).</p> <p>Free speeches given in two local schools about cycling and the Tour de France (potential attendance of professional cyclist).</p> <p>Providing the local community with goodies (cow bells, flags) to support the riders on the race day.</p> <p>Providing information updates regarding the project (and its consequences such as the road closure) to the local community.</p>
<p>16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).</p> <p>Are these attached?      Yes                      No</p> <p>Not applicable</p>
<p>17. What services or activities will the recipient provide to SRSC residents?</p> <p>Free access to the event hub (activities related to cycling, exhibitors, giant screen).</p> <p>Free speeches given in two local schools about cycling and the Tour de France (potential attendance of professional cyclist).</p> <p>Providing the local community with goodies (cow bells, flags) to support the riders on the race day.</p> <p>Providing information updates regarding the project (and its consequences such as the road</p>



closure) to the local community.

18. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	<div style="border: 1px solid black; width: 100px; height: 20px;"></div>
Name:	Florent Malézieux
Office held / Position	L'Étape Australia director
Postal Address:	Lateral Events, Level 11 Challis House, 4 Martin Place, Sydney NSW 2000
Telephone Number/s	+61 403 283 046
Date:	12/02/2018

Please return by post to PO Box 714, Cooma NSW 2630, or email to  
[council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**OFFICE USE ONLY:**

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall /oval fee waivers etc)	

Is public notice required?

Date and method of public notice:

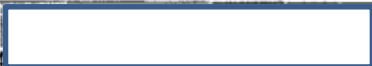





**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**  
**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

1. Applicant (include address and ABN if applicable)	<i>Mountain Life Church &amp; Anglican Parish of Berrigold &amp; Snowy Mtns: PO Box 97 Berrigold NSW 2628</i>
2. Location/address:	<i>Lindabyne "Clay Pits Stage"</i>
3. Date of establishment or inauguration:	<i>150 years for Anglican Church.</i>
4. Is your organisation registered for GST?	<input checked="" type="radio"/> Yes <input type="radio"/> No
5. Amount of funding requested:	<i>Waiving of fee for use of "Clay Pits" stage. (see annexure attached)</i>
6. Brief description of the nature and objectives of applicant/recipient organisation:	<i>Conduct of an Easter Day Service Sunday 1 April 2018 as has been scheduled for the past decade on this stage (see annexure attached)</i>
7. In Kind Support - Purpose for which assistance is sought:	<input type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) <input type="checkbox"/> Mowing / gardening <input type="checkbox"/> Road closures (amounts include staff time) <input checked="" type="checkbox"/> Fee waiver eg, DA / hall hire fees <input type="checkbox"/> Promotion via print media, Council website etc
8. Which category does the event fit within Council's Delivery & Operations Program?	<i>Community gathering</i>

9. Financial details of project or program for which assistance is sought:	<i>Waiving of hire fees</i>
10. Total cost of project or program:	<i>Time, equipment, labour all pro bono</i>
11. Details of other funding received from SMRC if any:	<i>N/A</i>
12. Details of other financial assistance sought or obtained:	<i>N/A</i>
13. How will Council funding be acknowledged eg logo or signage	<i>N/A</i>
14. Details of Office Bearers or other involved parties:	<i>Stephen Morrison Chaplain District / Phred &amp; Snowy Mtns</i>
15. What services or activities will the recipient provide to SMRC residents?	<i>Community Easter Service</i>
<p>16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).</p> <p>Are these attached?      Yes      <input checked="" type="radio"/> No</p>	

17. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	
Name:	GRAHAM MORRISON
Office held / Position	Chaplain (Res)
Email Address: *MANDATORY	
Postal Address:	
Telephone Number/s *MANDATORY	
Date:	15/2/18

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**OFFICE USE ONLY:**

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall / oval fee waivers etc)	

Is public notice required?

Date and method of public notice:

Annexure to points 5 and 6

**Reason for the request for a fee waiving for hire of the "Clay Pits stage.**

Mountain Life Church (which is in partnership with Jindabyne Anglican Church for this Easter Day event) was the benefactor in providing the stage to the community and to the "shire" at the time of building. A plaque near the "Clay Pits" stage testifies to this gift.

Mountain Life Church gave the stage as a donation to the community and the now "Snowy Monaro regional Council".

An agreement was established as a part of this donation for Mountain Life Church to use the stage gratis for community events. The stage would be booked in the usual way through council.

Easter Day services have been held yearly at the stage since it was built without attracting a fee from Council.

Our request for a fee waiver and in essence a "donation" from Council is the fact that a "donation" was already given to the Council by the provision of the stage and the request is part of its ongoing use.





### Application for Financial Assistance (Donation) from Snowy Monaro Regional Council

In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993

<p>1. Applicant (include address and ABN if applicable)</p> <p>Snowy Mountains Quilt and Craft Group</p> <p>Meeting Venue: Rydges Jindabyne, each Thursday 10 am to 3 pm</p>
<p>2. Location/address:</p> <p>c/- Jo Oscroft</p> <p>Post Office Box 965 Jindabyne NSW 2627</p>
<p>3. Date of establishment or inauguration:</p> <p>1990's</p>
<p>4. Is your organisation registered for GST?</p> <p>No</p>
<p>5. Amount of funding requested:</p> <p>Waiver of Hire Fees for the Jindabyne Memorial Hall Supper Room for 4 days (Thursday to Sunday) Easter 2018 OR discount</p>
<p>6. Brief description of the nature and objectives of applicant/recipient organisation:</p> <p>Annual Quilt and Craft Show. Each year we make a quilt to raffle and our show is one of the major venues for sale of the tickets. ALL proceeds from the sale of these raffle tickets is donated to local charities. See attached list of previous recipients.</p> <p>See also Question 15</p>
<p>7. In Kind Support - Purpose for which assistance is sought:</p> <p><input type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection)</p> <p><input type="checkbox"/> Mowing / gardening</p> <p><input type="checkbox"/> Road closures (amounts include staff time)</p>

<p>x     <b>Fee waiver eg, DA / hall hire fees</b></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/>     Promotion via print media, Council website etc</p>
<p>8. Which category does the event fit within Council's Delivery &amp; Operations Program?</p> <p>Friendship group for women in the region, Tourism and Charity work</p>
<p>9. Financial details of project or program for which assistance is sought:</p> <p>We are a non profit organisation and all monies raised by the group goes back into supporting local people, organisations and events</p>
<p>10. Total cost of project or program:</p> <p>Supper Room hire fee 4 days \$520.00</p>
<p>11. Details of other funding received from SMRC if any:</p> <p>Not applicable</p>
<p>12. Details of other financial assistance sought or obtained:</p> <p>Not applicable</p>
<p>13. How will Council funding be acknowledged eg logo or signage</p> <p>Signage</p>
<p>14. Details of Office Bearers or other involved parties:</p> <p>Jo Oscroft, Wendy Gibson, Jo McGrath, Susan Shelley</p>
<p>15. What services or activities will the recipient provide to SMRC residents?</p> <p>Proceeds from our Raffle</p> <p>Socialisation, friendship and shared learning experience for women of the Region</p>
<p>16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).</p> <p>Are these attached? Non profit organisation</p>



17. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	<i>Johanne Oscroft</i>
Name:	Jo Oscroft Snowy Mountains Quilt and Craft Group
Office held / Position	Treasurer
Email Address: *MANDATORY	johanneoscroft@gmail.com
Postal Address:	Post office Box 965 Jindabyne NSW 2627
Telephone Number/s *MANDATORY	0264578344 0431556828
Date:	15 <sup>th</sup> February 2018

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**OFFICE USE ONLY:**

**Date application received:**

**Which function of Council is exercised by this donation?**

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall /oval fee waivers etc)	

**Is public notice required?**

**Date and method of public notice:**

**SNOWY MOUNTAINS QUILT AND CRAFT GROUP****RAFFLE DONATIONS**

<b>YEAR</b>	<b>DONATED TO</b>	<b>\$</b>
2010	MCCR	2885.00
2011	1ST KOSCIUSKO SCOUTS	971.00
2012	MCCR	1324.00
2013	The OLD FAMILY	1021.90
2014	COOMA HOSP. ONCOLOGY UNIT	1000.00
2015	SOUTHCARE HELICOPTER SERVICE	1500.00
2016	MCCR	2000.00
2017	COOMA HOSP. RENAL UNIT	1000.00
		11701.90

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### Application for Financial Assistance (Donation) from Snowy Monaro Regional Council

In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993

18. Applicant (include address and ABN if applicable) Lions Club of Jindabyne Inc. ABN 45 967 245 641 PO Box 59 Jindabyne NSW 2627 info@jindabynelions.org.au
19. Location/address: As above
20. Date of establishment or inauguration: 1967
21. Is your organisation registered for GST? No
22. Amount of funding requested: Cost of Jindabyne Memorial Hall for two weeks (24/3/12 – 8/4/17)
23. Brief description of the nature and objectives of applicant/recipient organisation: Jindabyne Lions is a service organisation whose aims are to serve the community.  The subject of this application is the Jindabyne Lions Easter Art Show and Sale... This is Jindabyne Lions' major fund raising activity for the year. Funds raised are used to support our present and past community projects such as construction of the Columbarium at Jindabyne Cemetery, Provision of an exercise treadmill for Cooma Hospital Rehab, Artrack display system for Jindabyne Central School, Senior Citizens' Xmas Party, and the like.
24. In Kind Support - Purpose for which assistance is sought:  <input type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection)  <input type="checkbox"/> Mowing / gardening  <input type="checkbox"/> Road closures (amounts include staff time)  X Fee waiver eg, DA / hall hire fees

<input type="checkbox"/> Promotion via print media, Council website etc
25. Which category does the event fit within Council's Delivery & Operations Program? Unknown
26. Financial details of project or program for which assistance is sought: The project is essentially self funding, however without Council's support in waiving the Hall hire fees, the project would not be viable.
27. Total cost of project or program: The opportunity cost to Council of Hall hire fees.
28. Details of other funding received from SMRC if any: Nil
29. Details of other financial assistance sought or obtained: Sponsorship for prize categories from local businesses and organisations
30. How will Council funding be acknowledged eg logo or signage Council logo on publicity material, display in the Hall, and reference in press release material
31. Details of Office Bearers or other involved parties: President: Jack van Dongen  Secretary: Brian Farmer (Acting)  Treasurer: Brian Phillips  Art Show Co-ordinator: Terry Chalk
32. What services or activities will the recipient provide to SMRC residents? Opportunity for amateur artists of the region to display and sell their work over the Easter period.  Contribute to attracting visitors to the region over the Easter period.
33. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).  Are these attached? Yes

34. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	
Name:	Terry Chalk
Office held / Position	Art Show Co-ordinator and immediate past President
Email Address: *MANDATORY	info@jindabynelions.org.au
Postal Address:	PO Box 59 Jindabyne NSW 2627
Telephone Number/s *MANDATORY	Jack van Dongen 0408207279  Brian Farmer 64562432, 0428 619 788  Terry Chalk 6457 1226, 0438b610 585
Date:	17/02/2018

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**OFFICE USE ONLY:**

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall /oval fee waivers etc)	

Is public notice required?

Date and method of public notice:

<b>LIONS CLUB OF JINDABYNE INC.</b>			
<b>TREASURER'S REPORT 1 DEC 2017 to 31 DEC 2017</b>			
<b>ACCOUNT BALANCES:</b>			
Administration Account Balance as per Cash Book 31/12/2017		\$	550.45 Cr
Activity Account Balance as per Cash Book 31/12/2017		\$	24,005.82 Cr
Debit Card Account as per Cash Book 31/12/2017		\$	500.00 Cr
Activity Account Cash on Hand (Float)		\$	500.00 Cr
<b>ADMINISTRATION ACCOUNT</b>			
<b>Opening Balance: CBA A/c 06 2655 1001 2718</b>	<b>Date</b>	<b>Chq No</b>	<b>Amount</b>
	1-Dec		\$ 379.75
<b>Transactions Since Last Balance Date:</b>			
<b>Receipts:</b> Bank Interest	1-Dec	B/S	\$ 0.15
Jeoff Clarke Membership	13-Dec	EFT	\$ 40.00
Tail Twister 50.55 Annette Barton 40 Cathrine Bell 40 Fees	15-Dec	Dep	\$ 130.55
<b>Payments:</b>			
<b>Administration Account CBA 06 2655 1001 2718 Balance as at 31/12/2017</b>			<b>\$ 550.45 Cr</b>
<b>Cheques to be presented</b>			
<b>Total Outstanding</b>			<b>\$ -</b>
<b>Accounts for Payment:</b>			
Nil			
<b>Total for Payment:</b>			<b>\$ -</b>
<b>DEBIT CARD ACCOUNT</b>			
<b>Opening Balance: CBA A/c 06 2655 1001 2718</b>	<b>Date</b>	<b>Chq No</b>	<b>Amount</b>
	1-Dec		\$ 464.00
<b>Transactions Since Last Balance Date:</b>			
<b>Receipts:</b> Transfer from Activity Account	1-Dec		\$ 36.00
Transfer from Activity Account	15-Dec		\$ 489.73
<b>Payments:</b>			
Dan Murphys Teggeranong Senior Citizens Xmas - W H	5-Dec	7550	\$ 273.24
Q & Yu Belconnen Senior Citizens Xmas - W H	5-Dec	7550	\$ 30.00
Kmart Belconnen Senior Citizens Xmas - W H	5-Dec	7550	\$ 10.00
The Reject Shop Belconnen Citizens Xmas - W H	6-Dec	7550	\$ 111.00
The Reject Shop Cooma Xmas Dinner Meeting - W H	12-Dec	7550	\$ 65.49
<b>Debit Card Account CBA 06 2655 1001 2718 Balance as at 31/12/2017</b>			<b>\$ 500.00 Cr</b>
<b>Payments Outstanding</b>			
			<b>\$ -</b>

<b>ACTIVITY ACCOUNT</b>		<u>Date</u>	<u>Chq No</u>	<u>Amount</u>
Opening Balance: CBA A/c 06 2655 1001 2726		1-Dec		\$ 24,295.65
<b>Transactions Since Last Balance Date:</b>				
<b>Receipts:</b> Interest Received		1-Dec	B/S	\$ 8.49
Christmas Cakes 234 Christmas Market 847.45		15-Dec	Dep	\$ 1,081.45
Perisher Blue Art Show Youth Prize Donation		19-Dec	Dep	\$ 400.00
 <b>BBQ Float</b>		1-Dec		\$ 500.00
<b>Payments:</b>				
Transfer to Debit A/c		1-Dec	EFT	\$ 36.00
Merchant Fee		2-Dec	D/D	\$ 49.50
Transfer to Debit A/c		15-Dec	EFT	\$ 489.73
Transfer to B Phillips BBQ Supplies		15-Dec	EFT	\$ 69.54
Hang Ups The Artworks For JCS Art Hanging		15-Dec	EFT	\$ 725.00
Snowy Mountains Membership		15-Dec	EFT	\$ 365.00
 <b>Activity Account Balance CBA A/c 06 2655 1001 2726 Balance as at 31/12/2017</b>				<b>\$ 24,050.82 Cr</b>
<b>Cheques to be Presented:</b>				
Charlie Hasler		6-May	1535	\$ 45.00
 <b>Total Outstanding</b>				<b>\$ 45.00</b>
<b>Accounts for Payment:</b>				
Nil				\$ -
<b>Total for Payment:</b>				<b>\$ -</b>





**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**  
**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

1. Applicant (include address and ABN if applicable) Seaside Scavenge - 519 95 227 393
2. Location/address: 15/219 Chalmers Street, Redfern NSW 2016
3. Date of establishment or inauguration: March 2015
4. Is your organisation registered for GST? Yes <b>No</b>
5. Amount of funding requested: \$6600
6. Brief description of the nature and objectives of applicant/recipient organisation:  Seaside Scavenge is a waterway cleanup and clothes swap event where litter collected becomes the currency to purchase quality pre-loved clothes, books and more that have been donated by the local community. We promote an awareness of single-use plastics, their impact on our environment and also focus attention on the impact of the fast-fashion industry alongside local musicians and green groups.  The first Lakeside Scavenge attracted 120 residents of Jindabyne to collect 748kg of litter from the foreshore of Jindabyne in September 2017.
7. Purpose for which assistance is sought:  <input type="checkbox"/> In kind support <input checked="" type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) <input type="checkbox"/> Mowing / gardening

<input type="checkbox"/> Road closures (amounts include staff time) <input checked="" type="checkbox"/> Fee waiver eg, DA / hall hire fees <input checked="" type="checkbox"/> Promotion via print media, Council website etc
8. Which category does the event fit within Council's Delivery & Operations Program?  6.2.1.17 -  OP6.19 Remove urban littering throughout the Region's towns, villages and open spaces.
9. Financial details of project or program for which assistance is sought: See attached Budget
10. Total cost of project or program: \$13,758
11. Details of other funding received from Council if any:  N/A
12. Details of other financial assistance sought or obtained:  N/A
13. How will Council funding be acknowledged eg logo or signage Logo on printed poster, through online media (Facebook event, Instagram), signage on the day, over the PA, in media release, on website
14. Details of Office Bearers or other involved parties:  Anna Jane Linke – Founder and CEO – <a href="mailto:ajlinke@seasidescavenge.org">ajlinke@seasidescavenge.org</a>
15. What services or activities will the recipient provide to SMRC residents?  Clean-up the lake foreshore and educate community members about the local waste services with the intention of reducing contamination of household bins. As well as educate on the effects of single-use plastics on our waterways.
16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a

<p>copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).</p> <p>Are these attached?      <b>Yes</b>                      No</p>
<p>17. What services or activities will the recipient provide to SMRC residents? Please see Seaside Scavenge Outcomes and Impacts Document.</p>

18. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	
Name:	Anna Jane Linke
Office held / Position	Founder/CEO
Postal Address:	15/219 Chalmers Street, Redfern 2016 NSW
Telephone Number/s	0408 630 667
Date:	17.1.18

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**OFFICE USE ONLY:**

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall /oval fee waivers etc)	

Budget 2016/2017

9.11.15	Stamps and Ink Pad	Penrith Rubber Stamps	102
25.1.16	Paint	Bunnings	46.73
16.2.16	Non-slip matting for Bike Generator	Bunnings	4
16.2.16	Clamp for Bike Genertator	Bunnings	23.22
10.3.16	Paint for Bike Genetor and signs	Bunnings	42.29
12.3.16	Sunscreen, hand sanitiser, sticky tape	Woolworths	22.53
15.4.16	Petrol	Woolworths Petrol	45.94
17.4.16	Payment for NFP request	Service NSW	48
12.5.16	Parking Infringement Wollongong	Australia Post	110
12.5.16	Stamps to send prizes	Australia Post	4
21.5.16	Petrol	Hickeys PTY LTD	88.55
24.5.16	Printing Byron	Frontline Print and Copy Centre	13
25.5.16	Microphone	Soundcorp	133.95
25.5.16	Roland Speaker	Gumtree	600
27.5.16	Watermlon	Woolworths	17.32
27.5.16	Mic Lead	Byron Music Store	49.95
27.5.16	Markers (Posca Pens)	Newsagent Mullum	12
27.5.16	Insurance	Aust Cover	412
28.5.16	Taxi reimburse	Byron	20
3.6.06	Stamp	Australia Post	1
14.6.16	Petrol (East Coast)	United Virginia	90.56
26.6.16	Petrol (East Coast)	Puma	63.76
28.6.16	Petrol (East Coast)	Kolijo	87.44
11.7.16	Petrol (East Coast)	Woolworths Petrol	104.31
29.7.16	Petrol (East Coast)	Caltex Star Mart Forster	85.89
9.8.16	Van Ford Transit	Gumtree	4250
22.8.16	Registration Transfer	NSW Roads and Maritime	108.48
18.8.16	Clothes rack materials	Bunnings	26.31
22.8.16	Ferry return Manly (meeting council 4 Pines)	Manly Ferry	16
<b>TOTAL</b>			<b>6629.23</b>

Date	description	Location	Total (inc. GST)
28.8.16	Parts Van	Pick 'n Paryless	47
29.8.16	Screenprinting Paint	Kadmium Art Broadway	14.95
4.9.16	Clothes Rack Materials	Bunnings	30.26
5.9.16	Folder	Budget Beaters	2.99
5.9.16	Spray Paint	Cool Wind Distributors	7
6.9.16	50 x SS Bottles	Rechusable	882.75
7.9.16	80 x Toothbrushes	GotWood	196
8.9.16	Printing	Acorn Printers	39.6
9.9.16	Plywood - Signs	Bunnings	36
11.9.16	Wood - Van	Bunnings	75.22
11.9.16	Spray Paint	Cool Wind Distributors	7
14.9.16	Spray Paint	Cool Wind Distributors	7
14.9.16	Paint and brush	Bunnings	14.98
15.9.16	Signage - screws, wood	Bunnings	36.84
15.9.16	Van Brake Oil	Burons	31
15.9.16	Third Party Property	Elders Insurance	52.38
16.9.16	Jack and bolt	Spares Brookvale	40
16.9.16	2 x marquees	Anaconda	429.97
16.9.16	Mattress	Clark Rubber	129
17.9.16	Signage - wood	Bunninga	19.3
		Sydney Clutch n Brake	
17.9.16	Brake Pads	Exchange	66
17.9.16	Road Side Assist	NRMA	255
17.9.16	Car Jack, wheel wrench	Super Cheap	57.66
<b>17.9.16</b>	<b>Car sticker</b>	<b>David Garcia</b>	<b>200</b>
18.9.16	Fuel	Sydney - BP Bondi	55.69
18.9.16	Fuel	Caltex Macksville	55
19.9.16	Blue-tak	Foodworks	4.79
20.9.16	Gas	Bosuns Lock Chandler	15
19.6.19	Oil, onion, bluetak	Foodworks Burleigh	4.79
19.6.19	Bulk Foods	Helens	10
20.6.19	Lunch Work	WoodBox	20
20.9.16	Janets present sent	Australia Post	20
20.6.19	Fuel	Caltex Tallebudgera	59
21.6.19	Tea, Icecream & bread	Burleigh Heads	17
23.6.19	Watermelon + eucalyptuss	Woolworths	25

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23.6.19	Beer	BH Hotel	8
24.6.19	Tshirts Sold (x1)	Burleigh Heads Event	16
24.6.19	Toothbrushes sold (3)	Burleigh Heads Event	15
24.6.19	DONATIONS	Burleigh Heads Event	62.05
25.9.16	Breakfast	Burleigh Café	30
25.9.16	Honey, sausage, bananas	Burleigh Markets	12.5
25.9.16	Ethique shampo Bar	Burleigh heads	20
27.9.16	Coffee + Muffin	Burleigh Heads	15
23.9.16	Watermelon + eucalyptuss	Woolworths	25
26.9.16	Sean Fitzgerald	Music	120
26.9.16	Matthew Armitage	Music	60
28.9.16	Dinner	Mooloolaba	39
	Cleaning agent for chalk boards -		
29.9.16	coke	Caltex	3.1
30.9.16	Volunteer Food	Mooloolaba	19.34
1.10.16	Volunteer Food	GoodBar	100
2.10.16	Fruit and Veg	Noosa Farmers Market	50
3.10.16	Bri Green	Musician	60
3.10.16	Anrie Prinsloo	Musician	60
3.10.16	Jesse Taylor	Musician	60
6.10.16	FUEL	Caltex	69.94
6.10.16	Sending Prizes	Post Office	22.6
6.10.16	Snacks	Caltex	10
7.10.16	Food for weekend	Woolies	30
9.10.16	Lunch	Noosa 'Go Vegan'	20
10.10.16	Anna and Jordan	Musician	60
10.10.16	CHAI x3 and Coke	Coolum/Brisbane	16.5
10.10.16	Roadworthy	Bobs Mechanics	110
10.10.16	Flyers Byron	Officeworkds	93.6
10.10.16	Meet-up Material Girl	Coffee Shop Brisbane	8
15.10.16	Third Party Property	Elders Insurance	52.38
21.10.16	Fuel	Brunswick	59
21.10.16	Coke (black board cleaning agent)	Cellar Byron	1.99
21.10.16	Superglue	IGA Brunswick	4.59
21.10.16	Neckalce	Byron	30
22.10.16	Watermelon	Woolworths	8.52
23.10.16	Drink	Beach Hotel	12.5

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24.10.16	Grunt Ties for Frame	Bunnings	13.6
24.10.16	Food	Source Bulk	16.5
25.10.16	Matt Armitage	Byron Music	60
25.10.16	VanderAa	Byron Music	60
25.10.16	Nick Cunningham	Byron Music	60
25.10.16	Tshirts Sold (x1)	Mooloolaba Event	15
25.10.16	Toothbrushes sold (x2)	Mooloolaba Event	10
25.10.16	DONATIONS	Mooloolaba Event	45.95
25.10.16	Tshirts Sold (x3)	Byron Bay Event	45
25.10.16	Toothbrushes sold (3)	Byron Bay Event	15
25.10.16	DONATIONS	Byron Bay Event	90.7
25.10.16	Tea	West End	4.5
26.10.16	Chai Tea +lunch	Miss Bliss Whole Foods	17.7
26.10.16	Advertisting	Byron Bazaar	99
26.10.16	Wedges	Kerbside	8
27.10.16	breakfast with zara	Local Loco	21
27.10.16	Food	Woolworths	10
27.10.16	QLD Rego	Transport and Main Roads	422.45
28.10.16	Watermelon +<aterial	Woolies	14.62
30.10.16	Fuel	Woolworths	67.38
31.10.16	Fuel	Mobil	64.55
31.10.16	Food Shopping	Growers Markerts/IGA	22
31.10.16	Breakfast/chai	Social Grounds	20
1.11.16	Lunch	Fruit and Veg Market	7
1.11.16	Tea present Muzi	The Tea Project	40
2.11.16	Drinks	Drift	11.5
4.11.16	Watermelon/Coke	Fruit and Veg	17.8
8.11.16	Food	Coles	10.25
9.11.16	Food	Growers Market	14.81
9.11.16	Sending prizes	Australia Post	22.69
11.11.16	Food	Coles	7.07
12.11.16	Volunteer Debrief	Beach House	65
13.11.16	Fuel	United the rock	70.49
15.11.16	Third Party Property	Elders Insurance	52.38

<b>TOTAL</b>	<b>12499.95</b>
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## Seaside Scavenge 2017-2018 Budget

Activity Name	Description	Approximate time	Cost (GST Ex)	Notes
Market Materials and Supplies	Stationary supplies, clean up materials, music equipment, generator, event infrastructure, racks, signage Costs for facilitator to: <ul style="list-style-type: none"> <li>• Engaging core local team and volunteers</li> <li>• Liaising with council for permit, waste collection</li> <li>• Organising musicians, environmental speakers, workshops</li> <li>• Engaging businesses with Plastic-Free Pledge and prizes</li> <li>• Design promotional material and one-month of online promotion</li> <li>• Media (traditional and online) engagement</li> <li>• Community and school engagement for second-hand donations</li> <li>• Event day management and facilitation</li> <li>• Evaluation report, participant engagement and business feedback</li> </ul>	1.5 month	\$1,000.00	For 1 event
Seaside Scavenge Facilitation/Project Management		3 months	\$4,000.00	Approx 15 days work (100+ hours) See ATO link for 0.66c/km: <a href="https://www.ato.gov.au/business/income-and-deductions-for-business/deductions/motor-vehicle-expenses/claiming-motor-vehicle-expenses-as-a-sole-trader/cents-per-kilometre-method/">https://www.ato.gov.au/business/income-and-deductions-for-business/deductions/motor-vehicle-expenses/claiming-motor-vehicle-expenses-as-a-sole-trader/cents-per-kilometre-method/</a>
Transport for Seaside Scavenge facilitator (0.66cent/ km)	For facilitator costs to travel from Sydney to Jindabyne (return - 920km )	1 week	\$600.00	
Administration and event costs	Insurance, promotional costs, printing, overheads, musician payment, fuel, volunteer support,	2 month	\$1,000.00	For 1 event
<b>TOTAL FUNDS REQUESTED</b>			<b>\$6,600.00</b>	
<b>In Kind Support</b>				
In kind support (cash)				
In-kind support (non cash) e.g. Volunteer hours (1hr = \$31.50), provision of materials/tools, contributions from other sources	Donation of clothing, books, shoes etc and prizes	2 months	\$3,000.00	
	Volunteer hours to help support both coordinating and hosting the event	3 months	\$4,158.00	
<b>TOTAL FUNDS IN-KIND</b>			<b>\$7,158.00</b>	



**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**

**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

35. Applicant (include address and ABN if applicable) SUE WALKER
36. Location/address: 25 BUNYAN STREET BREDBO NSW 2626
37. Date of establishment or inauguration: THE FUNDRAISING EVENT WILL BE HELD ON THE 24 <sup>TH</sup> OF MARCH 2018
38. Is your organisation registered for GST?      No
39. Amount of funding requested: \$500
40. Brief description of the nature and objectives of applicant/recipient organisation: I AM RAISING FUNDS FOR WORLDS GREATEST SHAVE TO HELP FIND A CURE FOR BLOOD CANCER. I WOULD LIKE A DONATION AND IN RETURN THE MAYOR WILL BE ABLE TO SHAVE MY HEAD ON THE DAY, THERE IS ALSO A 2 <sup>ND</sup> PERSON NOW SHAVING SO HE WILL BE ABLE TO SHAVE BOTH OF US.
41. In Kind Support - Purpose for which assistance is sought: <input type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) <input type="checkbox"/> Mowing / gardening <input type="checkbox"/> Road closures (amounts include staff time) <input type="checkbox"/> Fee waiver eg, DA / hall hire fees <input type="checkbox"/> Promotion via print media, Council website etc  <b>NONE OF THE ABOVE. I AM ASKING FOR A DONATION TO A CHARITY</b>
42. Which category does the event fit within Council's Delivery & Operations Program? NONE OF THE ABOVE

43. Financial details of project or program for which assistance is sought:N/A
44. Total cost of project or program: N/A
45. Details of other funding received from SMRC if any: N/A
46. Details of other financial assistance sought or obtained: FUNDRAISING VIA FACEBOOK AND OTHER MEANS.
47. How will Council funding be acknowledged eg logo or signage I HAVE APPROACHED THE LOCAL NEWSPAPER AND THEY HAVE AGREED TO RUN A STORY PRIOR TO AND TO ATTEND ON THE DAY. I WILL ALSO PUT IT ON FACEBOOK AND ANNOUNCE IT ON THE DAY.
48. Details of Office Bearers or other involved parties: SUE WALKER AND WORLDS GREATEST SHAVE TEAM
49. What services or activities will the recipient provide to SMRC residents? N/A
50. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements). Are these attached?            No



**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**  
**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

Assess 10093953

1. Applicant (include address and ABN if applicable)
NIMMITABEL MEN'S SHED
2. Location/address:
53 MILLER ST NIMMITABEL.
3. Date of establishment or inauguration:
MAY 2015
4. Is your organisation registered for GST?
Yes <input type="radio"/> No <input checked="" type="radio"/>
5. Amount of funding requested:
6. Brief description of the nature and objectives of applicant/recipient organisation:
N. Men's Shed encourages older, post work men to have better social networks + friendships + to learn to use workshop tools. We hope to restore the derelict N. railway station to become our "Shed".
7. In Kind Support - Purpose for which assistance is sought:
<input type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) <input type="checkbox"/> Mowing / gardening <input type="checkbox"/> Road closures (amounts include staff time) <input checked="" type="checkbox"/> Fee waiver eg, DA / hall hire fees Water Capital Charge <input type="checkbox"/> Promotion via print media, Council website etc
8. Which category does the event fit within Council's Delivery & Operations Program?
N. Men's shed encourages older, post work men to have better social networks + friendships + to learn to use workshop tools

9. Financial details of project or program for which assistance is sought:	<i>waiving of water charges.</i>
10. Total cost of project or program:	
11. Details of other funding received from SMRC if any:	<i>Boco Rock Community Fund Grants.</i>
12. Details of other financial assistance sought or obtained:	<i>AMSA grants: tools; kitchen Bench.</i>
13. How will Council funding be acknowledged eg logo or signage	<i>Can Council provide logo or sign to place as signage on <del>the</del> building.</i>
14. Details of Office Bearers or other involved parties:	<i>President: Howard Charles.</i> <i>Secretary: Ian Rempsey</i> <i>Public Officer/Treasurer: Kelvin Fahey</i>
15. What services or activities will the recipient provide to SMRC residents?	<i>Up-grade of Railway Station</i> <i>Community project, painting CWA Hall Pre-School.</i> <i>Social well-being for 30 or so older men.</i>
16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).	
Are these attached?	Yes <input type="checkbox"/> No <input type="checkbox"/>

17. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	<div style="border: 1px solid black; width: 200px; height: 30px;"></div>
Name:	Howard CHARLES.
Office held / Position	President
Email Address: *MANDATORY	<div style="border: 1px solid black; width: 300px; height: 30px;"></div>
Postal Address:	<div style="border: 1px solid black; width: 200px; height: 20px;"></div> COOMA 2630
Telephone Number/s *MANDATORY	<div style="border: 1px solid black; width: 400px; height: 40px;"></div>
Date:	21-2-18

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**OFFICE USE ONLY:**

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall / oval fee waivers etc)	

Is public notice required?

Date and method of public notice:







**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**  
**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

1. Applicant (include address and ABN if applicable) Cooma Little Theatre PO Box 1124 Cooma NSW 2630 ABN 81375958012
2. Location/address: Monaro Avenue, Cooma
3. Date of establishment or inauguration: 1955
4. Is your organisation registered for GST? Yes      No
5. Amount of funding requested: \$500
6. Brief description of the nature and objectives of applicant/recipient organisation: Cooma Little Theatre has been active in the Monaro region as a community group for over 60 years and is operated by volunteers. CLT is self-funded and provides a range of performance genres includes comedy, drama, musical, and pantomime. In addition, CLT provided youth specific plays.
7. In Kind Support - Purpose for which assistance is sought: <input type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) <input type="checkbox"/> Mowing / gardening <input type="checkbox"/> Road closures (amounts include staff time) <input type="checkbox"/> Fee waiver eg, DA / hall hire fees <input type="checkbox"/> Promotion via print media, Council website etc
8. Which category does the event fit within Council's Delivery & Operations Program? Youth Program
9. Financial details of project or program for which assistance is sought:



<p>Cooma Little Theatre is seeking \$500 to support a Cooma Little Theatre, South East Arts, Hub Youth Service Youth Week activity. The activity is a Musical Theatre Intensive Workshop for young people aged 8 to 15 years.</p> <p>The cost of the workshop is \$1500. The Hub is able to offer \$500 through Youth Week funding, SE Arts can offer \$500 and Cooma Little Theatre is unable to provide the remaining \$500.</p>
<p>10. Total cost of project or program:</p> <p>\$1500</p>
<p>11. Details of other funding received from SMRC if any:</p> <p>\$500 , Hub Youth Service</p>
<p>12. Details of other financial assistance sought or obtained:</p> <p>South East Arts \$500</p>
<p>13. How will Council funding be acknowledged eg logo or signage</p> <p>Signage, logo, print media</p>
<p>14. Details of Office Bearers or other involved parties:</p> <p>Lorraine Dubois President Cooma Little Theatre</p>
<p>15. What services or activities will the recipient provide to SMRC residents?</p> <p>The activity is a Musical Theatre Intensive Workshop for young people aged 8 to 15 years.</p>
<p>16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).</p> <p>Are these attached? <input checked="" type="radio"/> Yes <input type="radio"/> No</p>

17. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	
Name:	Lorraine Dubois
Office held / Position	President
Email Address: *MANDATORY	
Postal Address:	P 
Telephone Number/s *MANDATORY	0 
Date:	27/2/2018

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**OFFICE USE ONLY:**

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall /oval fee waivers etc)	

Is public notice required?

No

Date and method of public notice:



## Cooma Little Theatre Inc

ABN: 81 375 958 012

PO Box 1124, Cooma NSW 2630 - Monaro Avenue, Cooma NSW 2630

info@clt.org.au **little theatre - BIG SHOWS** www.clt.org.au

Council  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

Dear Mayor Rooney

Re: Request for \$500 for Youth Week Activity

Cooma Little Theatre is seeking \$500 to support a Cooma Little Theatre, South East Arts, Hub Youth Service Youth Week activity. The activity is a Musical Theatre Intensive Workshop for young people aged 8 to 15 years.

The cost of the workshop is \$1500. The Hub is able to offer \$500 through Youth Week funding, SE Arts can offer \$500 and Cooma Little Theatre is unable to provide the remaining \$500.

Cooma Little Theatre has a current history of providing youth specific plays and where possible and appropriate encourage young people to engage in productions. The end of year production will be the 'Sound of Music' which will have a large cast including youth.

Subsidising the cost of the complete workshop means participants will not have to pay. An important point when trying to engage young people from across the social gradient.

Opportunities like this truly give young people an opportunity to have fun, learn excellent communication skills, work as a team and ultimately I would hope that youth from this workshop would engage in our end of year production or in a future youth only show. The workshop is a gentle way to familiarise young people with the theatre environment and participate in a creative rewarding process.

Engaging young people in performing arts productions builds citizenship and personal skills.

Yours Sincerely,

Lorraine Dubois  
President  
Cooma Little Theatre



## Cooma Little Theatre Inc

ABN: 81 375 958 012

PO Box 1124, Cooma NSW 2630 - Monaro Avenue, Cooma NSW 2630

info@clt.org.au **little theatre - BIG SHOWS** www.clt.org.au

### MUSICAL THEATRE INTENSIVE WORKSHOP

For young people aged 8 to 15 years

**DESCRIPTION:** The Musical Theatre Intensive Workshop is designed for young people with a genuine interest in the performing arts. Through a combination of exercises, games and support material The Musical Theatre Intensive Workshop imparts the knowledge needed to be a successful performer and gives participant's practical experience in audition technique while developing their confidence and abilities in relation to singing, dancing and acting in musical theatre. Parents are also given guidance to help their children to audition for and perform in community and professional musicals.

**OUTCOMES:** Participants complete The Musical Theatre Intensive Workshop with:

- an understanding of how to create and tell theatrical stories
- the ability to create believable characters
- an experience of building a song to a performance standard
- enhanced musical theatre performance skills
- understanding of how to do a proper physical, vocal and speech warm-up
- an experience of what is required of them in professional auditions
- greater confidence in their artistic abilities

**DELIVERY:** In The Musical Theatre Intensive Workshop, the emphasis is on learning through fun. We begin with improvisation games designed to build student's confidence. The students are then taught how to warm-up for performance and auditions properly. Time is spent learning about technique through role-playing games and exercises and students spend time doing such things as movement, scene work, individual singing, and harmony work, using material from popular current and upcoming musicals. Parents are welcome to watch the last half hour of The Musical Theatre Intensive Workshop, when there is a presentation of the students work and question and answer time.

**ELEGIBILITY & STRUCTURE:** Children must be strong readers between the ages of 8 and 15. The Musical Theatre Intensive



# Business Classic Statement

Australia and New Zealand Banking Group Limited (ANZ) ABN 11 005 357 522.  
Australian Credit Licence no. 234527. ANZ's colour blue is a trade mark of ANZ.

Enquiries 13 13 14  
Lost/Stolen cards 1800 033 844  
Website & Internet Banking www.anz.com



THE TREASURER  
COOMA LITTLE THEATRE INC.  
PO BOX 1124  
COOMA NSW 2630

## Statement Summary

Opening balance	\$16,176.66
Total deposits	\$0.00
Total withdrawals	\$1,197.71
Closing balance	\$14,978.95
Statement starts	29/12/2017
Statement ends	29/01/2018
Statement number	346

Branch Details  
Cooma  
Account Descriptor  
CURRENT ACCOUNT

Account Details  
COOMA LITTLE THEATRE INCORPORATED  
Branch No. (BSB) 012-575  
Account No 2369-39209

Please retain this statement for taxation purposes.

Date	Transaction Details	Withdrawals (\$)	Deposits (\$)	Balance (\$)
2017				
29 DEC	OPENING BALANCE			16,176.66
2018				
09 JAN	003715	50.00		16,126.66
15 JAN	PAYMENT TO ORIGIN ELEC 053104223355	1,147.71		14,978.95
TOTALS AT END OF PAGE		\$1,197.71	\$0.00	\$14,978.95
TOTALS AT END OF PERIOD		\$1,197.71	\$0.00	\$14,978.95

Your fee summary details are listed below:

Fees Charged for period: 30 DEC 2017 to 29 JAN 2018

Summary of ANZ Transaction fees	Transactions			Fee per transaction (\$)	Amount Waived (\$)	Total Charge (\$)
	Total	Free	Additional			
TRANSACTION FEES						
CHEQUE WITHDRAWAL	1	0	1	0.80	0.80	0.00
Total Transaction Fees					\$0.80	\$0.00
SERVICE FEES						
ACCOUNT SERVICE FEE					12.00	0.00
Total Account Service Fees						\$0.00
Total Bank Account Fees Charged						\$0.00
Please note: Overseas transaction fees, overseas ATM fees and non ANZ ATM operator fees not included						

Please note: Overseas transaction fees, overseas ATM fees and non ANZ ATM operator fees not included

Account No

2369-39209

Summary of Relationship Benefit for this account	Amount (\$)
<b>Your Relationship Benefit</b>	<b>12.80</b>
<b>This is made up of:</b>	
Waived Fees	
Account Service Fees	12.00
Additional Transaction Fees	0.80

**Important information**

**Please check the entries and call 13 13 14 regarding any errors on this statement.**

All entries generated are subject to authorisation and verification and if necessary, adjustments will appear on a later statement.

If you have a complaint or unresolved issue with ANZ's product or service please call our National Feedback Line 1800 805 154 and advise us. Further information in relation to ANZ's dispute resolution process and this product (including details of benefits or fees and charges) is available on request and you can access this information by reviewing the Terms and Conditions, and Fees and Charges brochures which can be found at [www.anz.com](http://www.anz.com) or by calling 13 13 14.

**From:** John Rooney  
**Sent:** Thursday, 1 March 2018 5:13 PM  
**To:** Nola Brady  
**Cc:** Joseph Vescio  
**Subject:** Ngarigo Donation Request

Hi Nola

Ngarigo Nation Indigenous Corporation has booked the Multi-function Centre at Cooma Showground on 7 April 2018 for its official launch.

I have recieved a request from Rhonda Casey, President Ngarigo Nation for Council to waive the hire cost of the Multi-Function Centre (\$570). This would amount to a donation.

Can you put this request for a donation in the business papers so that it can be considered by Council at its meeting in March?

Regards

John

John Rooney  
Mayor



PO Box 714 Phone 1300 345 345  
COOMA NSW 2630 Fax (02) 6456 3337  
[snowymonaro.nsw.gov.au](http://snowymonaro.nsw.gov.au)

Think of the environment, please don't print this email unless you really need to





**SNOWY MONARO**  
REGIONAL COUNCIL  
Stronger together Better together

**RECEIVED**  
- 1 MAR 2018  
Snowy Monaro Regional Council  
Cooma Office

**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**

**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

1. Applicant (include address and ABN if applicable)	ANGLICARE OP SHOP
2. Location/address:	MAYBE STREET, BOMBALA.
3. Date of establishment or inauguration:	N/A.
4. Is your organisation registered for GST? Yes <input type="radio"/> No <input checked="" type="radio"/>	
5. Amount of funding requested:	ACCESS TO TIP - FREE OF CHARGE ALL NON RECYCLABLE ITEMS.
6. Brief description of the nature and objectives of applicant/recipient organisation:	TO RECYCLE EVERYTHING POSSIBLE & TO DISPOSE OF NON RECYCLABLE GOODS FREE OF CHARGE
7. In Kind Support - Purpose for which assistance is sought:	<input type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) <input type="checkbox"/> Mowing / gardening <input type="checkbox"/> Road closures (amounts include staff time) <input type="checkbox"/> Fee waiver eg, DA / hall hire fees <input type="checkbox"/> Promotion via print media, Council website etc
8. Which category does the event fit within Council's Delivery & Operations Program?	N/A.

9. Financial details of project or program for which assistance is sought:
NOT KNOWN
10. Total cost of project or program:
NOT KNOWN
11. Details of other funding received from SMRC if any:
NONE
12. Details of other financial assistance sought or obtained:
13. How will Council funding be acknowledged eg logo or signage
14. Details of Office Bearers or other involved parties:
15. What services or activities will the recipient provide to SMRC residents?
ACCESS FOR GOODS TO BE USED BY NEEDY - ITEMS OR MONETARY.
16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).
Are these attached?      Yes <u>No</u>

## 17. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	<div style="border: 1px solid black; width: 150px; height: 20px; margin: 0 auto;"></div>
Name:	RHONDA FEILEN
Office held / Position	MANAGER.
Email Address: *MANDATORY	SAME AS. DELEGATE SEEK & FIND.
Postal Address:	<div style="border: 1px solid black; width: 280px; height: 25px; margin: 0 auto;"></div>
Telephone Number/s *MANDATORY	<div style="border: 1px solid black; width: 280px; height: 25px; margin: 0 auto;"></div>
Date:	22.2.18.

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

## OFFICE USE ONLY:

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall / oval fee waivers etc)	

Is public notice required?

Date and method of public notice:



**SNOWY MONARO**  
REGIONAL COUNCIL  
Stronger together Better together

RECEIVED  
- 1 MAR 2018  
Snowy Monaro Regional  
Cooma Office

**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**





**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

1. Applicant (include address and ABN if applicable)	St Vincent de Paul Society
2. Location/address:	Bombala
3. Date of establishment or inauguration:	N/A
4. Is your organisation registered for GST?	Yes <input type="radio"/> No <input checked="" type="radio"/>
5. Amount of funding requested:	TO BE ABLE TO DUMP EXCESS RUBBISH TO TIP
6. Brief description of the nature and objectives of applicant/recipient organisation:	Voluntary Organisation helping disadvantaged.
7. In Kind Support - Purpose for which assistance is sought:	<input type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) <input type="checkbox"/> Mowing / gardening <input type="checkbox"/> Road closures (amounts include staff time) <input type="checkbox"/> Fee waiver eg, DA / hall hire fees <input type="checkbox"/> Promotion via print media, Council website etc
8. Which category does the event fit within Council's Delivery & Operations Program?	N/A.

9. Financial details of project or program for which assistance is sought: <i>not known.</i>
10. Total cost of project or program: <i>not known</i>
11. Details of other funding received from SMRC if any: <i>None</i>
12. Details of other financial assistance sought or obtained: <i>—</i>
13. How will Council funding be acknowledged eg logo or signage <i>—</i>
14. Details of Office Bearers or other involved parties: <i>—</i>
15. What services or activities will the recipient provide to SMRC residents? <i>Help with furniture &amp; clothing.</i>
<p>16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).</p> <p>Are these attached?      Yes      <u>No</u></p>



17. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	
Name:	JOHN BEDINGFIELD
Office held / Position	Vice President
Email Address: *MANDATORY	
Postal Address:	
Telephone Number/s *MANDATORY	
Date:	21-2-18

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**OFFICE USE ONLY:**

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall / oval fee waivers etc)	

Is public notice required?

Date and method of public notice:



**SNOWY MONARO**  
 REGIONAL COUNCIL  
 Stronger together Better together

1 MAR 2018  
 Snowy Monaro Regional Council  
 Cooma Office





**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**  
**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

1. Applicant (include address and ABN if applicable)	Snowy Monaro ASSEMBLIES OF GOD - Bombala (CHURCH) TRADING AS: 'THE ABUNDANT LIFE CENTRE' and 'THE OVERFLOW' OP-SHOP ABN 73 576 716 265
2. Location/address:	100 Maybe St BOMBALA NSW 2632
3. Date of establishment or inauguration:	January 2002
4. Is your organisation registered for GST?	ALSO ACNC <input checked="" type="radio"/> Yes <input type="radio"/> No
5. Amount of funding requested:	AS MUCH AS POSSIBLE
6. Brief description of the nature and objectives of applicant/recipient organisation:	NOT FOR PROFIT CHARITY Trying to meet the needs of local community members
7. In Kind Support - Purpose for which assistance is sought:	<input checked="" type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) Asking For Fee waiver for disposal of dumped, unwanted/unsaleable Donations <input type="checkbox"/> Mowing / gardening <input type="checkbox"/> Road closures (amounts include staff time) <input checked="" type="checkbox"/> Fee waiver eg, DA / hall hire fees <input type="checkbox"/> Promotion via print media, Council website etc
8. Which category does the event fit within Council's Delivery & Operations Program?	N/A



9. Financial details of project or program for which assistance is sought:
N/A
10. Total cost of project or program:
N/A
11. Details of other funding received from SMRC if any:
NONE
12. Details of other financial assistance sought or obtained:
NONE
13. How will Council funding be acknowledged eg logo or signage
Would <u>NOT</u> be made public. If the nature of the help was to be made known, we would be inundated with more garbage and unsaleable goods/items because people will assume we have unlimited 'free' dumping at the local tip.
14. Details of Office Bearers or other involved parties:
Pastor to the local church is David Reaching 5 Julin Av Cooma. NSW. 2632 ph 02 6452 5229. Manager of Bomassa 'Abundant Life Centre' is Vivianne Thompson. ph. 02 6458 4005 opening hours, or 0447 583 597.
15. What services or activities will the recipient provide to SMRC residents?
This is a <u>charity</u> ; services are varied depending on need. (Including moral support, welfare, and referral to locally available resources)
16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements). These figures should be available on request from the secretary at LifeGate Christian Church at 5 Julin Av. Cooma. 6452 5229
Are these attached? Yes <input checked="" type="radio"/> No <input type="radio"/>

## 17. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	
Name:	<i>Vivienne Thompson</i>
Office held / Position	<i>Manager: Abundant Life Centre / Overflow</i>
Email Address: *MANDATORY	
Postal Address:	
Telephone Number/s *MANDATORY	
Date:	<i>23/02/2018</i>

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

## OFFICE USE ONLY:

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall /oval fee waivers etc)	

Is public notice required?

Date and method of public notice:



**SNOWY MONARO**  
REGIONAL COUNCIL  
Stronger together Better together

RECEIVED  
- 1 MAR 2018  
Snowy Monaro Regional Council  
Cooma Office

**Application for Financial Assistance (Donation) from Snowy Monaro Regional Council**

**In accordance with Donations Policy GOV 011 / Section 356 of the Local Government Act 1993**

1. Applicant (include address and ABN if applicable)	Anglican "Seek & Find" Op-Shop
2. Location/address:	Hayden Street Delegate
3. Date of establishment or inauguration:	-
4. Is your organisation registered for GST? Yes      No	
5. Amount of funding requested:	Access to put rubbish in tip of all non-recyclable items
6. Brief description of the nature and objectives of applicant/recipient organisation:	We are a not-for-profit organisation To recycle everything possible through sale in our outlet. To those who come to our shop
7. In Kind Support - Purpose for which assistance is sought:	<input type="checkbox"/> Waste management eg, provision of bins/rubbish and recycling removal etc (amounts include staff time for drop off and collection) <input type="checkbox"/> Mowing / gardening <input type="checkbox"/> Road closures (amounts include staff time) <input type="checkbox"/> Fee waiver eg, DA / hall hire fees <input type="checkbox"/> Promotion via print media, Council website etc
8. Which category does the event fit within Council's Delivery & Operations Program?	N/A



9. Financial details of project or program for which assistance is sought:	N/A
10. Total cost of project or program:	N/K
11. Details of other funding received from SMRC if any:	None
12. Details of other financial assistance sought or obtained:	None
13. How will Council funding be acknowledged eg logo or signage	/
14. Details of Office Bearers or other involved parties:	/
15. What services or activities will the recipient provide to SMRC residents?	Access for goods to be used for helping "disadvantaged", aged. And those in need through support, welfare.
16. <b>Attach</b> financial position of applicant. Preference is audited financial statements and balance sheets for the past financial year. If yours is a new organisation supply a copy of your budget for the ensuing year together with a statement from the organisation's bank as to arrangements made for the opening and operation of banking accounts. If you are unable to attach the above documentation please attach available documentation that you feel will help SRSC assess your financial position (eg bank statements).	
Are these attached?	Yes <input type="radio"/> No <input checked="" type="radio"/>

17. Signed for and on the behalf of the applicant/recipient organisation:

Signature:	<div style="border: 1px solid black; width: 200px; height: 20px; display: inline-block;"></div> (manager)
Name:	Judith Holdsworth
Office held / Position	Deacon. (Minister Religion
Email Address: *MANDATORY	<div style="border: 1px solid black; width: 450px; height: 30px; display: inline-block;"></div>
Postal Address:	<div style="border: 1px solid black; width: 250px; height: 30px; display: inline-block;"></div>
Telephone Number/s *MANDATORY	<div style="border: 1px solid black; width: 250px; height: 50px; display: inline-block;"></div>
Date:	26. 2. 2018

Please return by post to PO Box 714, Cooma NSW 2630, or email to [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**OFFICE USE ONLY:**

Date application received:

Which function of Council is exercised by this donation?

Tick	Department / Area for Costing	Amounts charged
	Waste & Recycling	
	Community & Environmental Services	
	Parks & Gardens	
	Human Resources (staff time)	
	Other (hall /oval fee waivers etc)	

Is public notice required?

Date and method of public notice:

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## 16.5 BOCO ROCK COMMUNITY FUNDING COMMITTEE REPRESENTATION

Record No:

Responsible Officer:	Director Corporate and Community Services
Author:	Group Manager Governance
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.1.1.2 Council's leadership is based on ethics and integrity to enable informed and appropriate decisions in the community's best interest.
Operational Plan Action:	OP7.11 Ensure community members are afforded the opportunity to review, comment and participate in Council decision making.
Attachments:	Nil
Cost Centre	3120

### EXECUTIVE SUMMARY

Boco Rock Community Funding Committee is a governance requirement for the management of funds provided by Boco Rock as a result of development of the Wind Turbines in the old Cooma and Bombala Council areas.

There is a request from Boco Rock to undertake a submission process with the community before the end of the financial year as the last submission process was completed by Bombala in February 2017 and funds are accumulating. This will ensure all parties fulfil their obligations under the development agreement.

This report addresses the steps required to complete the next round of funding submissions in the 2018 FY.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council

- A. Combine the former Cooma and Bombala committees to one committee; and that
- B. Council Engage the previous Boco Rock Community Fund committee community representatives to facilitate the submission round for the 2018FY; and that
- C. The committee including the Mayor, General Manager and Boco Rock representative meet with the community representatives in March 2018 to determine the scope of the submission parameters within the terms of reference; and
- D. Facilitate a submission round with the community prior to 30 June 2018.

### BACKGROUND

Prior to amalgamation Cooma Council and Bombala Council had their own committees to manage and consider community submissions for the dispersal of funds from Boco Rock.

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Cooma conducted one round of submissions per year and Bombala managed two submission processes annually.

There is an agreement that defines how the funds are apportioned and the restrictions on how they can be dispersed and to what areas.

It is recommended that the committee for the two areas be combined into one and a submission process be undertaken once a year.

The Committee requires the following representation at a minimum:

- Snowy Monaro Regional Council Mayor
- Snowy Monaro Regional Council General Manager
- Boco Rock Representative
- Community member representative each from the former Cooma and Bombala Council areas.

The community representatives are required to be engaged through local advertising submissions according to the Committee terms of Reference.

In order to progress the current submission process for the 2018 financial year, it is suggested that we engage the community representatives from the last submission round from the Cooma and Bombala committees to complete the next round in the 2018 FY.

Following this submission round we will advertise for new community representatives from the Cooma and Bombala areas to join the committee for a period of 3 years.

The Committee will be engaged to determine the parameters for the submissions within the bounds of the agreement, and then advertise the opportunity to the Community.

## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

Engaging the Boco Rock Community Funding Committee to manage a submission round in the 2018 FY will provide significant benefit to local community groups and ensure we manage our governance obligations under the agreement

### **2. Environmental**

There are no environmental impacts as a result of this recommendation.

### **3. Economic**

There is currently in excess of \$300,000 available for community submissions for the Boco Rock Community funding committee.

### **4. Civic Leadership**

Allowing the Community to access funding through the Boco Rock submissions will demonstrate the Councils commitment to community consultation and engagement. There is potential for minor projects that were not successful through the SCF process to access funding to meet community needs.

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## 16.6 COUNCILLOR INDUCTION AND PROFESSIONAL DEVELOPMENT

Record No:

Responsible Officer:	General Manager
Author:	Group Manager Governance
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.1.1.2 Council's leadership is based on ethics and integrity to enable informed and appropriate decisions in the community's best interest.
Operational Plan Action:	OP7.9 Ensure Councillors are provided with opportunities to contribute to their professional development.
Attachments:	Nil
Cost Centre	3110
Project	Councillor Induction and Professional Development

### EXECUTIVE SUMMARY

The Office of local government have developed the draft guidelines and is seeking feedback by the 16 March 2018. This document replaces the "Councillor Induction And Professional Development A Guide For Councils -2012' and being much more prescriptive is seen as a much more useful document.

The document can be found on the OLG website:

<https://www.olg.nsw.gov.au/consultation-draft-proposed-councillor-induction-and-professional-development-guidelines>

It is considered that guidelines will provide assistance to Councils but there should be some consideration to provide assistance or incentives for Councillors to attend professional development otherwise the intent of the document will not produce the desired outcomes.

The following officer's recommendation is submitted for Council's consideration.

### OFFICER'S RECOMMENDATION

That draft Councillor Induction and Professional Development Guidelines be supported with consideration for inclusion of:

- a financial incentive for Councillors to undertake professional development training
- the LGNSW capability framework be amalgamated into the draft guidelines

### BACKGROUND

The Office of local government have developed the draft guidelines to assist in Councillors and prospective Councillors in the knowledge and requirement of local government and also provide a framework for increasing the expertise of Councillors. Implementation of the guidelines by developing appropriate programs should assist Councillors in their day-to-day role as well as building Councils as strong cohesive

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teams to respond to the needs of their community. Only if the guidelines are implemented with appropriate actions by each Council will they will be effective.

### **Incentives**

Time demands on Councillors from both a corporate policy and strategic perspective and in the role of representing their community means that training and professional development programs are not always a priority for Councillors. When combined with a financial impact by taking time away from work to attend professional development sessions it is easy to see why many Councillors do not attend professional development sessions. The level of remuneration paid to NSW Councillors does not encourage the additional professional development.

It is suggested that the guidelines include provisions for Councils to provide a financial incentive to Councillors for attendance at professional development sessions.

### **Professional Development Programs**

The development of a program is a 3 step process:

#### **Step One – Needs Analysis**

The minimum skills and knowledge required of elected members to perform their duties for the Council will be established by way of a Council conducted ‘needs analysis’.

#### **Step Two – Assessment Process**

An assessment will be made of the skills and knowledge that each Councillor brings to their role against the minimum requirements established in step 1. It is proposed that the gaps be identified through activities such self-assessments, questionnaires, councillor feedback, observations during Council meetings, workshops and interviews

Step Three - professional development plans will then be developed for the Mayor and Councillors based on the gaps identified in step two

The assessment process (Step Two) is seen as problematic as it has the potential to be very subjective and create a potential point of conflict and divisiveness. It is suggested that the LGNSW Capability Framework be incorporated into the guidelines and utilised as an objective assessment tool for step two.

### **LGNSW Capability Framework**

Local Government NSW supports the professional development of Elected Members in acquiring and maintaining the skills and knowledge needed to govern in today’s complex and diverse local government environment and are promoting a systematic and planned approach to induction and professional development for Mayors and Councillors.

LGNSW has recently developed the *Local Government Capability Framework* to provide a clear basis for councillors’ professional development which can be used for new councillor induction, training needs analysis and preparing professional development plans. Part of the framework includes “PD in a Box” which is a confidential and individualised online portal for assessing the capabilities of elected members and creating a personal and professional development program.

This tool creates opportunity for an objective gap analysis and it would be useful to include this in the OLG guidelines. This issue of confidentiality would need to be addressed in some way to insure that the gaps identified can be considered in the development of a council Professional Development program

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## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

The implementation of these guidelines will assist Councillors in carrying out the role expected of them by their community. It will assist with the education of their roles and responsibilities on a number of topics and help them to make informed and knowledgeable decisions within the local government framework

### **2. Environmental**

There are no environmental impacts identified with the adoption of this policy.

### **3. Economic**

Economic impact would need to be included in annual budgets following the needs analysis being undertaken with a newly elected Council.

### **4. Civic Leadership**

This will assist Councillors with the responsibility prescribed in Section 232 of the Local Government Act 1993, *“to make all reasonable efforts to acquire and maintain the skills necessary to perform the role of councillor”*.

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## 16.7 TRAINING - FINANCIAL ISSUES IN LOCAL GOVERNMENT

Record No:

Responsible Officer:	Director Corporate and Community Services
Author:	Executive Assistant to Director Corporate and Community Services
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.1.1.2 Council's leadership is based on ethics and integrity to enable informed and appropriate decisions in the community's best interest.
Operational Plan Action:	OP7.7 Provide timely, accurate and relevant information to Council to enable informed decision making.
Attachments:	Nil
Cost Centre	GL-10-3110-1001-63205
Project	
Further Operational Plan Actions:	

### EXECUTIVE SUMMARY

Local Government NSW provide tailored training to meet the needs of Councils. It is proposed to engage them to conduct an in-house training session at Snowy Monaro Regional Council on the Financial Issues in Local Government for Councillors and Executive Management staff.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council:

- A. Approve the proposed training session on the Financial Issues in Local Government for Councillors and Executive Management staff to be presented by Local Government NSW.
- B. Authorise the expenditure of \$6,572 (inclusive of GST) with funding to be provided from GL-10-3110-1001-63205 Councillor Training Account. The cost quoted includes the training presentation; travel and accommodation expenses for the course facilitator; and comprehensive training materials.
- C. Nominate a suitable date to hold the training session. The session is a full day module (9.00am to 4.30pm).

### BACKGROUND

The course facilitator has over 30 years of work and experience in local government finance and audit. He has a particular interest in improving the experience and skills of councillors and the quality of information reported to councillors as a basis for better decision making.

The content of the training session includes but not limited to:

- Responsibilities of Councillors in regard to council finances
  - Basic Accounting Procedures
  - How to read Quarterly Reviews
-

- How to interpret council Balance Sheets
- What depreciation is and how it affects council's finances
- Understand the concept of risk and how it fits into financial management issues
- What is expected of Councillors during council audits

## QUADRUPLE BOTTOM LINE REPORTING

### 1. Social

The training module will assist councillors to gain practical skills, knowledge and confidence in making informed decisions in regard to the financial management of the council.

### 2. Environmental

There are no detrimental impacts on the environment.

### 3. Economic

Funding for the training session budgeted from the Councillor Training account.

Estimated Expenditure	Amount	Financial year	Ledger		Account string														
Councillor Training	\$6,572.00	2017/18	G	L	1	0	3	1	1	0	1	0	0	1	6	3	2	0	5

The quote received from Local Government NSW is valid until 22 July 2018.

### 4. Civic Leadership

Council is demonstrating leadership to the community by providing Councillors with opportunities to contribute to their professional development to enhance informed decision making.

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## **16.8 ASSESSMENT OF PROVISION OF BUSINESS REPORTS TO COUNCILLORS THROUGH ELECTRONIC DEVICES AND HARD COPY.**

Record No:

Responsible Officer:	Director Corporate and Community Services
Author:	Group Manager Governance
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.1.1.2 Council's leadership is based on ethics and integrity to enable informed and appropriate decisions in the community's best interest.
Operational Plan Action:	OP7.7 Provide timely, accurate and relevant information to Council to enable informed decision making.
Attachments:	Nil
Cost Centre	3110

### **EXECUTIVE SUMMARY**

Following discussion on the provision of Ipads to Councillors a request was made at the February 2018 Council meeting for an assessment on the costs of providing laptops, Ipad and printed business papers to Councillors.

This report includes the following:

- Cost for provision of Laptops to Councillors in September 2017.
- Cost of the provision of an Ipad instead of the Laptop, based on current Policy
- Cost of printing Business Papers in addition to electronic access of papers through supplied electronic device.

The following officer's recommendation is submitted for Council's consideration.

### **OFFICER'S RECOMMENDATION**

That Council resolve

- A. To provide an Ipad or Laptop to the Mayor, Deputy Mayor and Councillors as per the current policy; and that
- B. In the event councillors choose an Ipad as their preferred device they return the supplied laptop for redeployment ; and that
- C. Council resolve to print business papers only for council office exhibition copies and supply to councillors requiring printed material for medical reasons;

### **BACKGROUND**

The Policy for the **Payment of Expenses and Provision of Facilities for Mayor and Councillors** provides direction on the facilities to be provided to Councillors to fulfil their Council duties.

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16.8 ASSESSMENT OF PROVISION OF BUSINESS REPORTS TO COUNCILLORS THROUGH ELECTRONIC DEVICES AND HARD COPY.

All Councillors were initially provided Laptops at Induction in September 2017 specifically for the download and storage of Council Business Papers/Agenda, Minutes, correspondence and Policies etc. The provision of this facility is for Councillor use only based on confidentiality and privacy requirements.

Laptops had been selected based on feedback from previous Councillors and LRC representatives that Ipads were too small to facilitate appropriate access to the detail provided in reports and spreadsheets.

Currently 10 of the 11 Council Members still maintain a Laptop, one has been returned.

In the event that Councillors request Ipads be supplied, under the current policy this would be instead of the supplied laptops. These laptops could be redeployed to operational staff functions as the need arises.

There is a provision in the Policy that Councillors have the ability to purchase equipment allocated to them at fair market price rather than return allocated equipment.

There is also a provision in the policy for the supply of 6 reams of paper to Councillors per year for the purposes of covering printing expenses.

#### **Cost of Provision of Laptops to Councillors**

- The cost of the provision of Laptops and bags to Councillors was approximately \$1,900 per Councillor including software deployment.
- Total costs for the provision of 11 laptops to Councillors was \$20,900.00
- One laptop has been redeployed to operational staff on return.

#### **Cost of the Provision of Ipads instead of the laptop based on current policy.**

- The current Policy allows for the provision of an Ipad **or** similar (Laptop) to be supplied to Councillors.
- In consideration of the request for the use of Ipads for Councillors the following information has been provided as background for that assessment.

#### **Functionality Assessment**

<b>IPAD Functionality Query</b>	<b>Response</b>
Access and display in PDF or adobe, all business papers	Yes, available through Adobe Acrobat and other free PDF viewers
Edit business papers using adobe and PDF editing tools	Various apps available to annotate PDFs
Receive and send emails	Yes
Access all BigTinCan documents	Yes, via BigTinCan Hub app
Compose documents using Microsoft Word	Only via Microsoft Office 365 and though licenced for O365, we are using on premises applications and are not at a stage where we are rolling out O365 accounts. Apple's own word processor app "Pages" is free and



16.8 ASSESSMENT OF PROVISION OF BUSINESS REPORTS TO COUNCILLORS THROUGH ELECTRONIC DEVICES AND HARD COPY.

	can edit Word files and export new Pages content to Word and PDF format.
Send documents to print	When connected to a network with a shared printer (e.g home wireless network) any apps such as Pages, Office and PDF viewers and editors support printing. Direct printing is also available through any Printers with AirPrint capability.
Web browse	Yes

**Device costs**

<b>IPAD Model</b>	<b>Total Cost</b>
<b>iPad 9.7" (5<sup>th</sup> Gen) \$609 ex GST</b> <ul style="list-style-type: none"> <li>• Keyboard/Case \$100 ex GST</li> <li>• \$20/month 4G (or remove existing from computer and install in iPad)</li> <li>• Older, cheaper due for update in March to June 2018 period</li> </ul>	<b>Cost for 11 units - \$8,569 ex GST</b>
<b>iPad Pro 10.5" \$1072 ex GST</b> <ul style="list-style-type: none"> <li>• Keyboard/Case \$100 - \$230 ex GST</li> <li>• \$20/month 4G (or remove existing from computer and install in iPad)</li> <li>• Medium screen for improved useability over the iPad 5<sup>th</sup> Gen. Next due for update in July to September 2018 period</li> </ul>	<b>Cost for 11 units – \$12,892 to \$14,322 ex GST</b>
<b>iPad Pro 12.9" \$1272</b> <ul style="list-style-type: none"> <li>• Keyboard/Case \$230</li> <li>• \$20/month 4G (or remove existing from computer and install in iPad)</li> <li>• Larger screen for improved useability, heavier, more cumbersome than smaller models. Next due for update in July to September 2018 period</li> </ul>	<b>Cost for 11 units – \$16,522 ex GST</b>

It should be noted that in the event that Council agree to the provision of an Ipad in addition to a Laptop for the Mayor, Deputy Mayor and Councillors, the Council will have to resolve to have the

Policy: **Payment of Expenses and Provision of Facilities for Mayor and Councillors**, amended as part of the resolution.

**Cost of provision of printing Business Papers to Councillors and for Public access.**

Since the first Ordinary Council meeting in September 2017, in addition to laptop access for Business papers there has been a provision of on average 9 copies of Council Business papers in printed format to Councillors.

One copy in Black and White specifically and 8 Copies in colour.

Council is also required to display a copy of the Ordinary Business Paper at each Council Office – currently provided at Cooma, Bombala, Berridale and Jindabyne for public access.

A total of 13 copies are being printed monthly.

The size of Council papers varies month to month but has in the last 2 months been in excess of 1,000 pages including the attachments up to 1,800 pages.

On the assumption of a 1,000 page paper printed at the rates below

- Black & White 4.4 cents per page (0.044)
- Colour 14.5 cents per page (0.145)

The cost of a colour business paper @ 1,000 pages would be \$145.00 per copy.

The cost of a black and white business paper @ 1,000 pages would be \$44.00 per copy.

- Cost of printing 13 Copies is \$1,784.00 for printing only
- 26 reams of paper = 26 x \$5.00 = \$130.00
- Binding hardware = \$55.00
- The cost of staff resourcing to print, bind and tabulate documents is estimated at 12 hours and a cost of approximately \$450.00.

Total cost to print Business Papers for 1 ordinary meeting of approximately 1000 pages based on 13 copies will be **\$2419.00**

It should be noted that there is also a requirement within the legislation that consideration needs to be made for any WH&S obligations and medical conditions to ensure that Councillors can access required materials.

Printing of the reports of this volume causes significant business interruption as the process takes a full day to complete with multiple resources. This also utilises a business printer in excess of a full day which impacts other business activity. The cost for a dedicated printer with a capability to manage business paper production would be approximately \$20,000.

Should Councillors prefer a printer to print off the relevant sections of the business paper at home, then the policy could be amended to accommodate the provision of a printer, consumables such as ink and tabs, and additional paper to print at home.

The cost of a printer with the capability to print a single paper of this volume would be approximately \$320 per unit.

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## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

We must ensure that the community can access business reports through multiple access points including the internet and at Council offices. The printing of exhibition copies for Council Offices facilitates this requirement.

### **2. Environmental**

The ongoing printing of business papers will have an environmental impact based on the consumption of products. In the event that meeting frequency increases this will be exacerbated.

### **3. Economic**

The provision of an electronic device to Councillors will not have an additional economic impact on the basis of substitution of the Ipad for the Laptop, as current laptops can be redeployed to the operational environment.

In the event that the device is approved as an additional expense with an alteration to the current expense Policy, there will be an additional impact of a one off cost between \$8,500 - \$16,500 subject to device choice.

The ongoing production of printed Council papers for Councillors in addition to the electronic access to business papers already provided will have an ongoing impact of approximately \$1840.00 per meeting at an average of 1,000 pages per paper.

**\*\*** There is an assumption that we will still print the exhibition copies for the 4 Council office sites at an approximate cost of \$580 per meeting.

Provision of printers to Councillors for at home printing would be \$320 each – not including ongoing consumables.

### **4. Civic Leadership**

It is the responsibility of councils to define and establish in their policies what is reasonable, appropriate, responsible and acceptable based on considerations of what is required to enable councillors to effectively carry out their civic duties and what is acceptable to their communities.

Facilities, equipment and services should be provided that are appropriate to support Mayors and Councillors in undertaking their role as elected members of the council.

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## 16.9 MONTHLY COUNCIL MEETING SCHEDULE

Record No:

Responsible Officer:	General Manager
Author:	Group Manager Governance
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.1.1.2 Council's leadership is based on ethics and integrity to enable informed and appropriate decisions in the community's best interest.
Operational Plan Action:	OP7.7 Provide timely, accurate and relevant information to Council to enable informed decision making.
Attachments:	Nil
Cost Centre	3110
Project	Council Meeting Schedule

### EXECUTIVE SUMMARY

Due to the volume of Council reports submitted and the time required to deal with matters at Council meetings, a report was requested to determine options for additional meetings of Council to address the current issues.

This report contains two options to either increase ordinary council meeting to two per month or establish sub committees of Council to meet during the month to address specific categories of reports.

The following officer's recommendation is submitted for Council's consideration.

#### OFFICER'S RECOMMENDATION

That Council resolve to

- A. Hold two Ordinary Council meetings each month on the first and third Thursday of each month commencing at 5pm;
- B. Hold a pre meeting from 3 – 4.30pm before each ordinary council meeting;

### BACKGROUND

Currently the Snowy Monaro Regional Council meets on the third Thursday of the month from 5pm, with a pre meeting discussion from 4 – 5pm. Extraordinary meetings have been called as required.

It has become apparent that the volume of items to be dealt with each month for the larger Council has become difficult to manage at one meeting per month. The last 3 ordinary Council meetings have lasted in excess of 6 hours and business papers have been in excess of 1000 pages. There are two options outlined in the report to address the current issue.

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### **Option 1**

Council resolve to hold two ordinary Council meetings each month with all Councillors.

#### **Recommended model:**

Maintain the current Council meeting on the third Thursday of each month commencing at 5pm with a pre meeting from 4 – 5pm.

Add an additional Council meeting on the first Thursday of each month from 5pm with a pre meeting from 4 – 5pm.

#### **Considerations for this option 1 include;**

- reporting workload would be split across two meetings enabling a reasonable agenda to be maintained,
- urgent council matters would be dealt with in a more timely manner without the need of extraordinary Council meetings,
- the community have the ability to access meetings, and there would be an increased opportunity for public forums as a result of the two meetings,
- all councillors would have the ability to vote on all matters raised at meetings for resolutions.

### **Option 2**

Council resolve to establish sub committees of Councillors. These sub committees can be delegated decision making powers as delegated by Council.

A charter would be established for each committee to define the powers delegated by Council.

#### **Recommended Model:**

Council resolve to establish two subcommittees. Each committee consisting of the Mayor and five Councillors, with five alternates.

A **Planning Sub Committee** would meet on the first Thursday of each month from 4pm. Reports from the Directorate of Environment and Sustainability would be submitted to this Committee.

An **Operational Sub Committee** would meet on the fourth Thursday of each month from 4pm. Reports from the Operations and Infrastructure, and Corporate and Community Services Directorates would be submitted to this Committee.

**\*\*It should be noted that all Directorates can still submit reports to the ordinary Council meeting on the third Thursday of the month for consideration.**

#### **Considerations for option 2 include;**

- reporting workload would be split across multiple meetings
  - subject to the powers delegated by Council in establishing the committees, resolutions from the committee meeting may need to be resubmitted to ordinary Council for adoption.
  - although all Councillors would receive the agenda and papers, only nominated committee members Councillors would have voting rights at the committee meeting
-

- Non committee members are restricted by Section 49 of the Code of meeting practice;  
*(1) A Councillor who is not a member of a committee of Council is entitled to attend, and to speak at a meeting of the committee (cl 263 of the Regulation).*  
*(2) However, the Councillor is not entitled:*
  - a) To give notice of business for inclusion in the business paper for the meeting; or*
  - b) To move or second a motion at the meeting; or*
  - c) To vote at the meeting (cl 263 of the Regulation).*

**Additional information:**

It should be noted that a short review of approximately 20 NSW councils identified that;

- Most Councils do not have standing operational/departmental committees but tend to meet twice a month
- Most Councils meet either a Tuesday or Wednesday
- Most Councils meet afternoon/evening
- Most Councils do not meet in January

**QUADRUPLE BOTTOM LINE REPORTING**

**1. Social**

The community would have the opportunity to engage with Council on a more regular basis. In addition Council would have the time to provide appropriate consideration to matters raised with reporting spread out to multiple meetings each month.

**2. Environmental**

There are no environmental impacts as a result of this report recommendation.

**3. Economic**

Although additional Council or Committee meetings would result in a potential increase in travel and expense claims from Councillors there is a responsibility to ensure WH&S requirements are considered regarding the duration of meetings and safety of councillors attending extended meetings.

**4. Civic Leadership**

There are regulatory considerations to the models adopted by Councils regarding committee meetings to ensure appropriate delegations are in place.

The Code of Meeting Practice –

Part 5, Section 45 Council Committees states that;

- (1) Council may, by resolution, establish such committees as it considers necessary, and is to consist of the mayor and such other councillors as are elected by the councillors or appointed by the council (s 260 of the Regulation).*
  - (2) As a body corporate, Council can form committees and determine their functions, powers, membership and voting rights. Membership of a Council Committee is not restricted to Councillors.*
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- (3) *In regards to committees consisting entirely of Councillors, Council can establish such a Committee only by resolution. A committee can be advisory or it can have decision-making powers as delegated by Council. A committee can only exercise Council's regulatory functions under the Act, if all of its members are either Councillors or Council employees. Advisory committees have the power to make recommendations to Council, but not to make decisions.*
- (4) *The Mayor is automatically the Chairperson of each Council committee consisting only of Councillors, unless he/she does not wish to be the Chairperson. Each Councillor, whether a member of a committee or not, is entitled to attend and speak at a meeting of a Council committee. However only Councillors who are members of the committee are entitled to put business on the Committee's agenda, move or second a motion at the Committee meeting or vote at the meeting.*
- (5) *Committee members must comply with the relevant meeting provision of the Local Government Act 1993, the Local Government (General) Regulation 2005, Council's Code of Conduct and Code of Meeting Practice.*

Part 5, Section 46 Council may establish Committees states that;

- (1) *Council may, by resolution, establish such committees as it considers necessary.*
- (2) *A committee is to consist of the Mayor and such other Councillors as are elected by the Councillors or appointed by the Council (cl 260 of the Regulation).*
- (3) *The quorum for a meeting of a committee is to be:-*
- a) Such number of members as the Council decides; or*
  - b) If the Council has not decided a number, a majority of the members of the committee (cl 260 of the Regulation).*

Part 5, Section 49 Non members entitled to attend Committee meetings states that;

- (1) *A Councillor who is not a member of a committee of Council is entitled to attend, and to speak at a meeting of the committee (cl 263 of the Regulation).*
- (2) *However, the Councillor is not entitled:*
- a) To give notice of business for inclusion in the business paper for the meeting; or*
  - b) To move or second a motion at the meeting; or*
  - c) To vote at the meeting (cl 263 of the Regulation).*
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## 16.10 MONTHLY FUNDS MANAGEMENT REPORT - FEBRUARY 2018

Record No:

Responsible Officer:	Chief Financial Officer
Author:	Finance Assistant
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.6 Increase and improve Council's financial sustainability.
Operational Plan Action:	OP7.18 Effective management of Council funds to ensure financial sustainability.
Attachments:	Nil
Cost Centre	4010 Financial Services
Project	Funds Management
Further Operational Plan Actions:	OP7.2 Completion of reporting requirements in accordance with legislation.

### EXECUTIVE SUMMARY

The following report details the funds management position for the reporting period ending 28 February 2018.

Cash and Investments are \$83,148,028.

### Certification

I, Jacqueline Sullivan, Responsible Accounting Officer of Snowy Monaro Regional Council hereby certify, as required by Regulation 212 of the Local Government (General) Regulation 2005, that investments as detailed in the attached listings were invested in accordance with Section 625 of the Local Government Act 1993, the Regulations and Council's Investment Policy.

The following officer's recommendation is submitted for Council's consideration.

### OFFICER'S RECOMMENDATION

That Council

- A. Receive and note the report indicating Council's cash and investments position as at 28 February 2018.
- B. Receive and note the Certificate of the Responsible Accounting Officer.

### BACKGROUND

#### Council's Cash and Investments 28 February 2018:

Cash at Bank	Investments	Total
2,899,649	80,248,379	83,148,028

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## **QUADRUPLE BOTTOM LINE REPORTING**

### **1. Social**

Total Cash and Investments are available to provide services and infrastructure to the community in accordance with the 2018 budget, Council resolutions and other external restrictions.

### **2. Environmental**

It is considered the recommendations contained herein will not have any environmental impacts.

### **3. Economic**

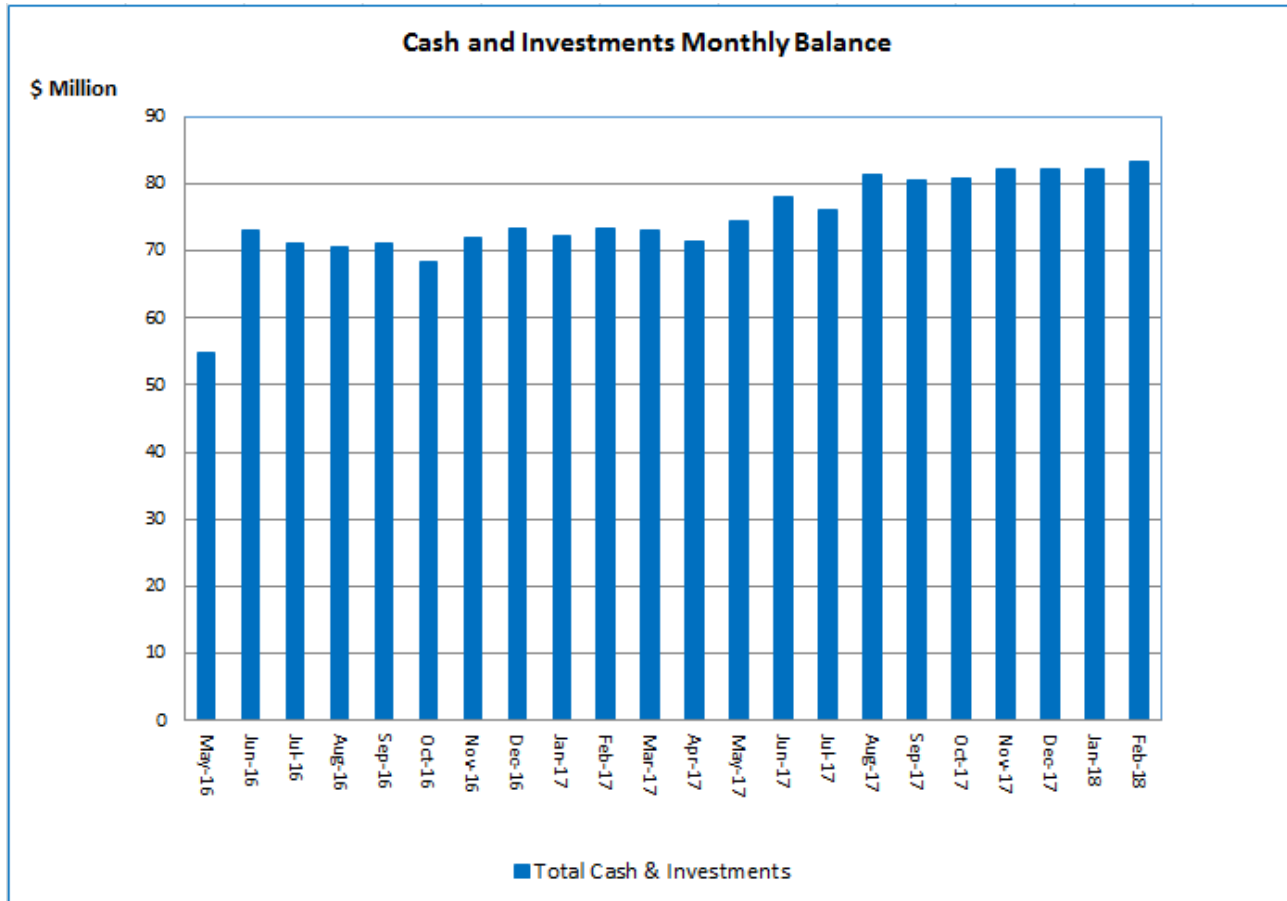
Total investments for Snowy Monaro Regional Council were \$80,248,379 on 28 February 2018.

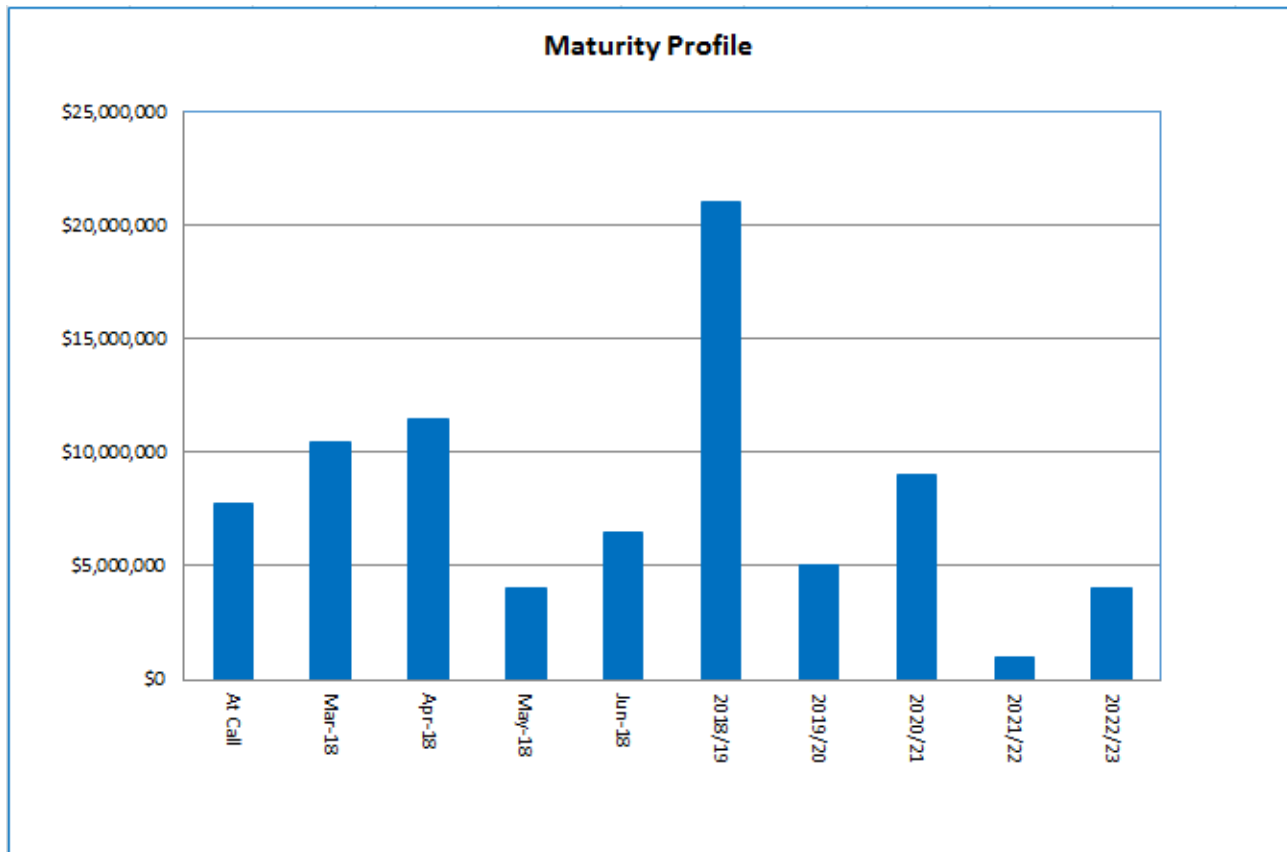
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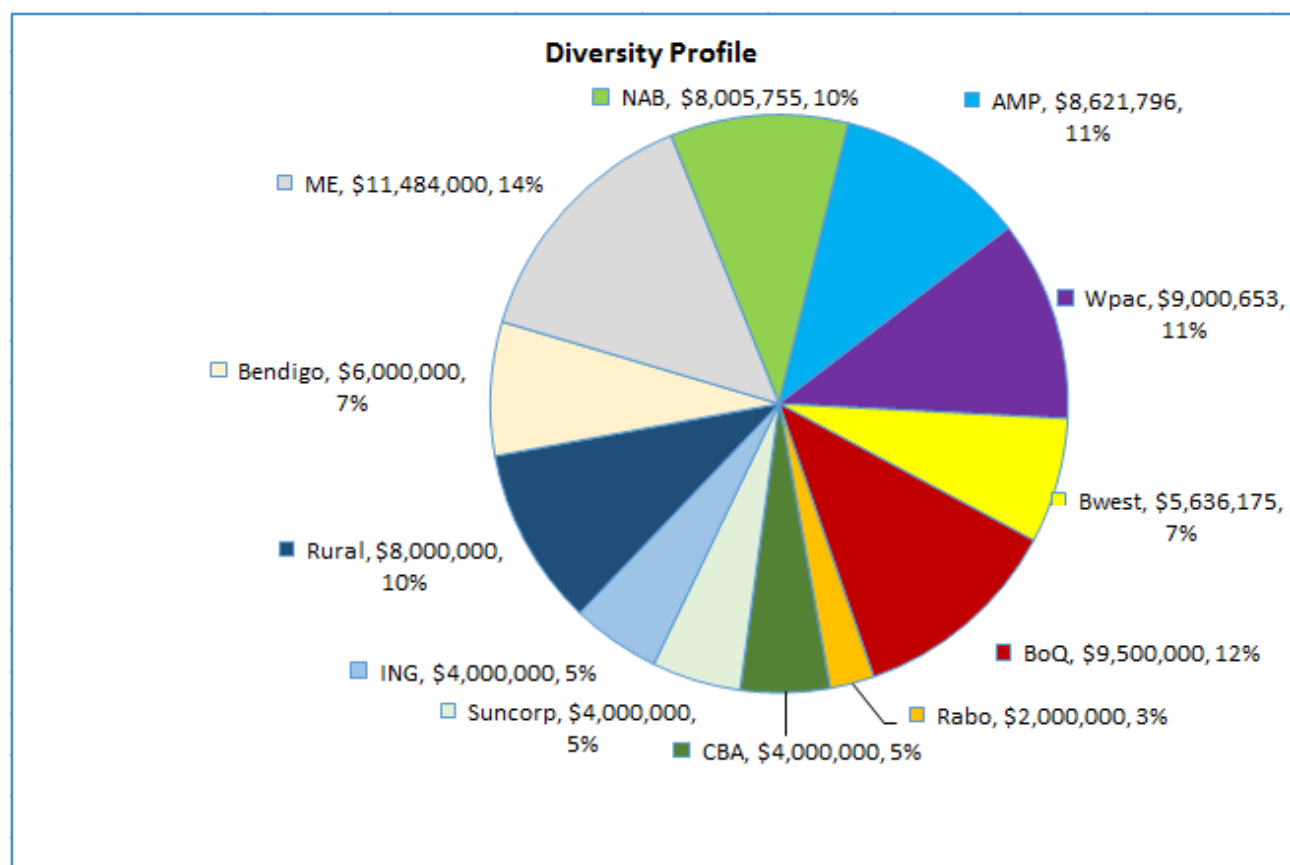
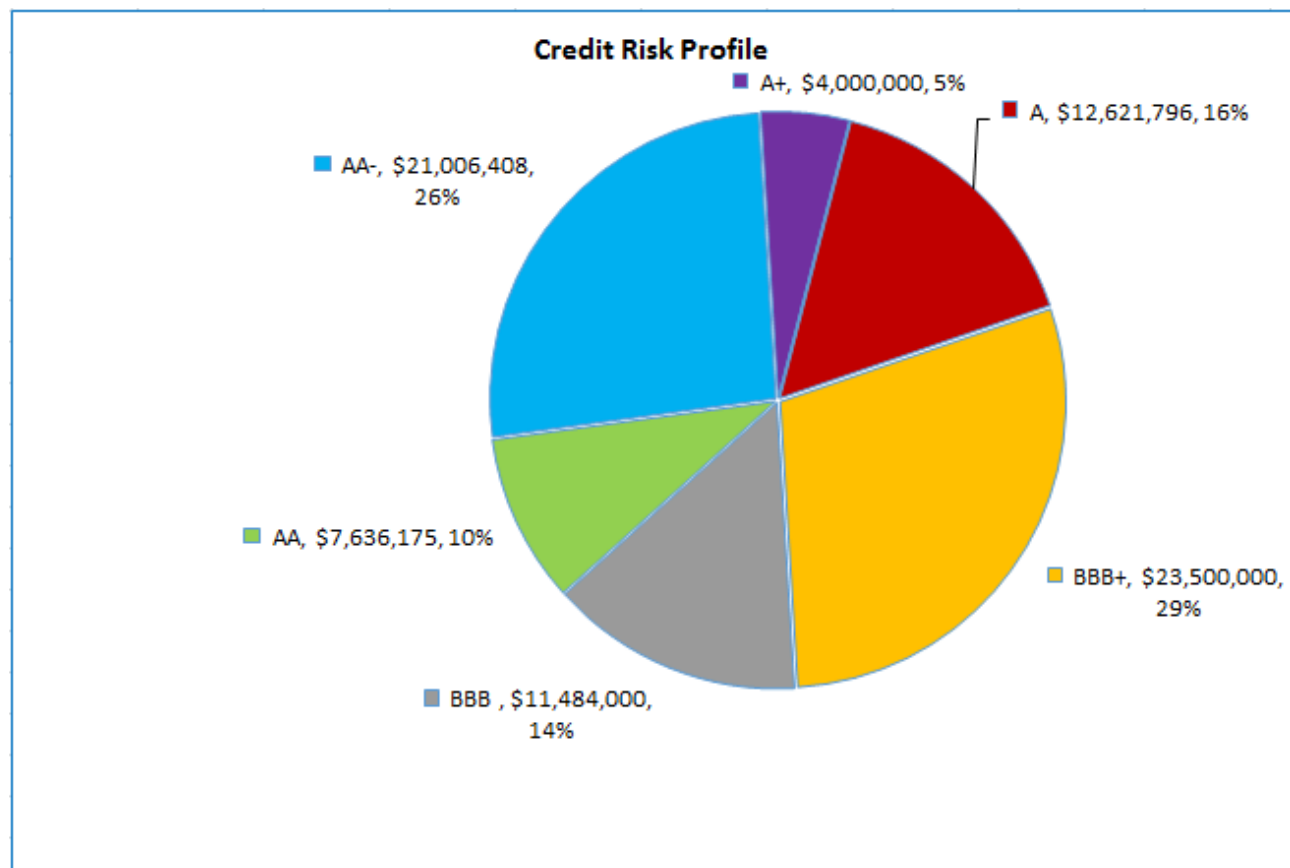
**Investment Register – 28 February 2018:**

DATE INVESTED	FINANCIAL INSTITUTION	Short- Term Rating	Long- Term Rating	TYPE	CURRENT INVESTMENT	INTEREST RATE	MATURITY
n/a	National Australia Bank - At Call*	A1+	AA-	At Call	533,727	Variable	At Call
n/a	National Australia Bank - At Call*	A1+	AA-	At Call	972,028	1.10%	At Call
n/a	AMP Bank - At Call	A1	A	At Call	1,526,041	2.05%	At Call
n/a	Westpac Bank - At Call	A1+	AA-	At Call	653	0.70%	At Call
n/a	Bankwest	A1+	AA	At Call	3,636,175	2.00%	At Call
n/a	AMP Bank - 31 days Notice Account	A1	A	31 days	1,095,755	2.15%	31 days
12-Sep-14	RaboDirect	A1+	AA	TD	2,000,000	4.10%	11-Sep-18
16-Sep-15	Bank of Queensland	A2	BBB+	TD	1,000,000	3.20%	17-Sep-19
23-Mar-16	ING Bank	A1	A	TD	1,000,000	3.66%	22-Mar-21
23-Jun-16	Commonwealth Bank	A1+	AA-	TD	4,000,000	2.90%	23-Jun-21
22-Feb-17	Westpac Bank	A1+	AA-	TD	2,000,000	2.80%	22-Feb-19
09-Mar-17	National Australia Bank	A1+	AA-	TD	1,000,000	2.74%	10-Sep-18
21-Mar-17	Bank of Queensland	A2	BBB+	TD	1,000,000	3.15%	20-Mar-20
10-Apr-17	Bankwest	A1+	AA	TD	1,000,000	2.60%	10-Apr-18
08-May-17	National Australia Bank	A1+	AA-	TD	1,000,000	2.53%	08-May-18
09-Jun-17	Rural Bank Limited	A2	BBB+	TD	4,000,000	2.75%	07-Jun-19
19-Jun-17	Bendigo and Adelaide Bank	A2	BBB+	TD	2,000,000	2.75%	19-Dec-18
26-Jun-17	Bank of Queensland	A2	BBB+	TD	4,000,000	3.30%	25-Jun-21
26-Jun-17	Bendigo and Adelaide Bank	A2	BBB+	TD	4,000,000	2.72%	26-Jun-18
08-Aug-17	AMP Bank	A1	A	TD	1,000,000	2.60%	08-May-18
24-Aug-17	ING Bank	A1	A	TD	3,000,000	2.75%	27-Aug-19
29-Aug-17	Westpac Bank	A1+	AA-	TD	4,000,000	2.89%	29-Aug-22
31-Aug-17	AMP Bank	A1	A	TD	2,000,000	2.60%	28-May-18
11-Sep-17	Rural Bank Limited	A2	BBB+	TD	4,000,000	2.45%	13-Mar-18
15-Sep-17	AMP Bank	A1	A	TD	2,000,000	2.55%	15-Mar-18
15-Sep-17	Westpac Bank	A1+	AA-	TD	1,000,000	2.91%	14-Sep-21
19-Sep-17	ME Bank	A2	BBB	TD	1,984,000	2.50%	20-Mar-18
20-Sep-17	National Australia Bank	A1+	AA-	TD	2,500,000	2.60%	20-Mar-18
23-Oct-17	Bank of Queensland	A2	BBB+	TD	1,000,000	2.55%	23-Oct-18
10-Nov-17	National Australia Bank	A1+	AA-	TD	2,000,000	2.52%	09-Nov-18
05-Dec-17	Suncorp Bank	A1	A+	TD	1,000,000	2.61%	04-Jun-18
18-Dec-17	Bank of Queensland	A2	BBB+	TD	1,500,000	2.60%	18-Jun-18
21-Dec-17	Bankwest	A1+	AA	TD	1,000,000	2.50%	20-Apr-18
03-Jan-18	Suncorp Bank	A1	A+	TD	1,000,000	2.45%	02-Jul-18
08-Jan-18	Bank of Queensland	A2	BBB+	TD	1,000,000	2.60%	09-Jul-18
15-Jan-18	ME Bank	A2	BBB	TD	9,500,000	2.50%	16-Apr-18
12-Feb-18	Suncorp Bank	A1	A+	TD	2,000,000	2.50%	12-Jul-18
23-Feb-18	AMP Bank	A1	A	TD	1,000,000	2.65%	21-Nov-18
28-Feb-18	Westpac Bank	A1+	AA-	TD	2,000,000	2.60%	28-Feb-19
					<b>80,248,379</b>		

**Cash and Investments Charts:**







#### **4. Civic Leadership**

In accordance with Regulation 212 of the Local Government (General) Regulation 2005, a report setting out details of money invested must be presented to Council in the following month.

Council's Fund Management Reporting exceeds minimum regulatory requirements and demonstrates a commitment to accountability and transparent leadership. It provides the Council, Executive and Community with timely, accurate and relevant reports on which to base decisions.



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**16.11 ANSWERS TO QUESTIONS WITHOUT NOTICE FROM THE DECEMBER 2017 AND  
FEBRUARY 2018 COUNCIL MEETINGS**

Record No:

Responsible Officer:	Director Corporate and Community Services
Author:	Secretary Council & Committees
Key Direction:	7. Providing Effective Civic Leadership and Citizen Participation
Delivery Plan Strategy:	DP7.1.1.2 Council's leadership is based on ethics and integrity to enable informed and appropriate decisions in the community's best interest.
Operational Plan Action:	OP7.7 Provide timely, accurate and relevant information to Council to enable informed decision making.
Attachments:	1. Answers to Question from December & February Council Meeting <a href="#">↓</a>
Cost Centre	3120 Governance
Project	Questions with or without notice
Further Operational Plan Actions:	

**EXECUTIVE SUMMARY**

In order to provide Councillors with answers to questions asked at Council Meetings, a report has been generated in InfoCouncil with all outstanding questions as documented and recorded in the minutes of the December and February meetings.

This report (attached) includes responses or updates on questions not previously answered for the December and February meetings.

The following officer's recommendation is submitted for Council's consideration.

**OFFICER'S RECOMMENDATION**

That Council receive and note the responses to outstanding questions raised by Councillors for the December and February meeting.

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Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Erosion at Stormwater Outlet, Bombala River Bank, Adjacent to Shearer's Statue
<b>21.6 EROSION AT STORMWATER OUTLET, BOMBALA RIVER BANK, ADJACENT TO SHEARER'S STATUE</b>			
Councillor Anne Maslin			
Question: A deep erosion fault at the stormwater pipe is continuing to undermine the river bank. What measures is Council taking to mitigate further damage?			
Answer: Staff have been asked to investigate and prepare a proposal.			
Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Hand Washing at Tip
<b>21.7 HAND WASHING AT TIP</b>			
Councillor James Ewart			
Question: Can council look into providing a hand wash station at the tip?			
Answer: Staff are in the process of installing hand sanitiser at waste facilities which do not have running water available			
Customers at waste facilities which have running water have always been able to wash their hands. This would be by request at the weighbridge.			
Most waste facilities do not have running water available to allow customers to wash their hands if required. To provide such amenities would be a costly exercise which would have to be considered through the Council budget process.			
Staff are in the process of installing hand sanitisers at sites which do not have running water. The sanitiser will be available for staff and customers to use.			
Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Cooma Visitors Centre

## 21.8 COOMA VISITORS CENTRE

Councillor Rogan Corbett

Question: Can council find finance in the budget to allow the Visitors Centre to remain open till 5.00pm? It is vital to be open for longer hours to accommodate increases in visitations, especially those arriving later in the day.

As Cooma Visitors Centre is a crucial part of our Tourism infrastructure, it has to be able to direct visitors to our whole, new, Regional Council area, with the potential to help Bombala and Delegate areas grow it's tourism along with other towns and villages.

Secondly, I would propose that the Visitors Centre renovations be expedited, as the funds have already been allocated through the Stronger Communities Fund Major Projects Programme, as it is unacceptable that the Tourism Manager has to have her office in the lunch room.

Answer: A very rough estimation for the cost to re-open the Cooma VC to 9 – 5pm each day would be around \$60,000 per year. This is based on staff numbers/hours and pay rate for the extra hours for the whole year. Penalty rates and any other allowances/entitlements have also been factored in. Integration of Cooma and Bombala Visitors centres is continuing with a direction towards further improving promotion of tourism across the entire region. Architect from PWA has conducted an initial inspection at the Cooma Visitors Centre 15/1/18 – awaiting to hear the outcome to progress the renovation plans.

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Signage into New Rgional Area

## 21.9 SIGNAGE INTO NEW RGIONAL AREA

Councillor Rogan Corbett

Question: Has there been any progress with removing old CMSC signage on Brown Mountain, and the lack of signage at the ACT border? As well, the new signs now in place, are unreadable from a distance. Can we see some action on this matter?

Answer: The old Cooma-Monaro signage at the top of Brown Mountain was removed in December 2017.

The ACT Border sign was installed early February 2018. The installation of the horse sculpture has not been scheduled due to internal resource not being available. Options for installation are still being explored.

The Bredbo and Michelago signs will be upgraded by Stockl, who have been commissioned to replace the following with larger text:

- Town name
- Town tagline
- Elevation

These two signs were built prior to the others and therefore we have addressed the text size on all new signs constructed.

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Springfield Road
<b>21.10 SPRINGFIELD ROAD</b>			
Councillor John Castellari			
Question: Can council look into the viability of sealing the recurring dirt along Springfield Road to Nimmitabel?			
Answer: Springfield Road is classified as a COLLECTOR Road that connects Snowy Mountains Highway (near Nimmitabel) to the Snowy River Way (near Dalgety). Springfield Road is 27.87km in length with 11.25km unsealed. With over 1,700km of unsealed roads to maintain in Snowy Monaro Regional Council LGA (over 50% more than our sealed road network), the intention is to (over the long term) reduce this imbalance by sealing segments of the unsealed network annually. For example, in the 2015/2016 financial year, 1.5km of Rockwell Road, 900 metres of Abington Park Road and 900 metres of Avonside Road were sealed. However, there are a significant number of gravel roads that hold COLLECTOR road classification; the majority of which could be sealed (or part sealed). Work on a Transportation Strategic Plan for Snowy Monaro Regional Council is currently being undertaken which will include a plan to reduce the burden of gravel road maintenance in favour of sealing.			
Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Mowing Foreshore - East Jindabyne
<b>21.11 MOWING FORESHORE - EAST JINDABYNE</b>			
Councillor John Castellari			
Question: Is there a Grass reduction/mowing schedule for the council operated foreshore at East Jindabyne? And, if to when could we expect to have the current very long grass reduced/mowed to control fire and snake hazards?			
Answer: Recently Council has included these areas as potential projects with the C3 Team from Correctional Services.			

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Electronic Payments of 603 Certificates
<b>21.12 ELECTRONIC PAYMENTS OF 603 CERTIFICATES</b>			
<p>Councillor John Last</p> <p>Question: Council will not accept electronic transfer of money, will Council do something about this to facilitate electronic transfers, as other councils have done?</p> <p>I have spoken to PEXA regarding the local Council not wanting to participate in electronic settlements. As far as I am aware SMRC appear to be the only Council not agreeing to electronic settlements.</p> <p>PEXA are aware of this as Blaxland Mawson &amp; Rose and Walker Gibbs &amp; King have spoken to PEXA about this.</p> <p>Other Councils put their B-Pay details on their 603 Certificates and this enables the Purchaser's Solicitors to provide B-Pay details to PEXA for Council rates and water amounts outstanding on settlement. When B-Pay details are provided the amounts are B-Paid to Council at the time of settlement with the property reference number and there should not be any issues at all with payment.</p> <p>Answer: Council accepts electronic payments (BPAY, Direct Debit &amp; DEFT) for Rates and Water Billing. Council also accepts settlement payments via PEXA as well as other means of payment.</p> <p>Due to existing system arrangements Council currently has 3 separate B-pay biller codes and 7 different biller reference types. At present B-Pay details are not included on 603 certificates but we will consider this enhancement when our disparate systems have been consolidated.</p>			
Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Jindabyne Taxi Service
<b>21.14 JINDABYNE TAXI SERVICE</b>			
<p>Councillor John Last</p> <p>Question: Jindabyne does not have a taxi service, why not? Can all avenues be explored for a taxi service to be provided for Jindabyne, especially in the winter months?</p> <p>Answer: Advice that a private entity has applied for licenses and expects to be running services within the next couple of months.</p>			

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Work on the Corner of Sharp Street and Vale Street
<b>21.17 WORK ON THE CORNER OF SHARP STREET AND VALE STREET</b>			
Councillor John Last			
<p>Question: On the corner of Sharp Street and Vale Street outside Westpac Bank, it appears that workings have been finished. There remains a bare patch of land surrounding by a cement border. Nothing further has been done for a considerable number of weeks. Is the Council going to plant something there, or are they going to turn it into a sand pit or are they just going to leave it as an eyesore?</p> <p>Answer: The works are not finished as the total project includes Westpac, NAB, Percy's and Café 40 with a variation of works including:</p> <ul style="list-style-type: none"> <li>- stormwater drainage upgrades/repairs;</li> <li>- Chinese Cobbled Borders</li> <li>- Construction of Basalt Rock Raised Garden Beds</li> <li>- Construction of Raised Concrete Garden Beds</li> <li>- Instillation of Concrete Tree Root-guards around the larger trees;</li> <li>- Instillation of New Bike Racks &amp; pedestrian seating;</li> <li>-Additional footpath paving, and</li> <li>- Pedestrian Ramp Upgrades at selected locations.</li> </ul> <p>These works will be ongoing until April/May 2019.</p> <p>Point 2: Works were halted to permit the investigation of under-boring a power supply to the central roundabout and to redirect staff to the completion of other project due to changed Council priorities.</p> <p>Point 3: Councils Recreation staff will be involved in the planting of the resulting beds as they reach an appropriate stage in the construction.</p> <p>Point 4: As this project is constantly in the public eye, works are programmed to minimise disturbances to pedestrians, business owners, traffic, visual impacts, and environmental impacts.</p> <p>A similar approach has been followed onto the NAB and Percy's Corners, with minimal negative impact from the affected businesses, and residents..</p>			

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Council Land on Vale Street
<b>21.18 COUNCIL LAND ON VALE STREET</b>			
<p>Councillor John Last</p> <p>Question: I note that it is still overgrown with weeds and not being cared for. I requested at a previous Council meeting that Council care for the land, and I think it has been mowed once. Is it a fact that Council have hired an independent contractor to mow the grass? And why isn't the independent contractor doing their job? Also, why is it that the Council has to employ an independent contractor when they have plenty of mowers and plenty of staff to do the job themselves?</p> <p>Answer: Vale Street property was tidied up by a contractor in January. This is an as required task. Will be undertaken again within the next few weeks. Looking at scheduling the work into recreation program in the long term.</p>			
Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Rubbish Tip at Cooma North
<b>21.20 RUBBISH TIP AT COOMA NORTH</b>			
<p>Councillor John Last</p> <p>Question: At a previous meeting I tendered photographs of rubbish deposited near housing estates at Cooma North. I tender the photographs again. Why is it that this has been allowed to go on for at least 2 months with Council taking no action? The articles deposited are ever increasing and surely Council has a duty to stop the spread of vermin and disease.</p> <p>Answer: The site has been cleaned up.</p>			
Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	General Managers Contract
<b>21.22 GENERAL MANAGERS CONTRACT</b>			
<p>Councillor John Last</p> <p>At the last meeting I requested a copy of the General Managers Contract. The General Manager undertook to provide that contract at this meeting. So far, the contract has not been produced and I now ask that a copy of the Contract be produced no later than the January meeting.</p> <p>Answer: A confidential report was presented at the February Council meeting with the signed contract incorrectly not attached and forwarded by email</p>			



subsequently.

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Remondis

## 21.23 REMONDIS

Councillor John Last

Question: Remondis having been given a contract by the Council was subject to certain conditions and concerns. Has Remondis complied with all terms and conditions outlined in the contract? If not, why not and can we have a full report as to Remondis complying or otherwise?

Answer: A Report on the Waste Contract level of conformance was provided to the February 2018 Ordinary Council Meeting.

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 14 December 2017		Questions Without Notice	Court Costs

## 21.24 COURT COSTS

Councillor John Last

Question: At the last meeting I asked what the legal costs were for the court case with Mr Thaler. Mr Smith undertook to give a full report at this meeting. I haven't seen the full report. Will this full report be forthcoming at the February Meeting?

Answer: A report was presented at the February Council meeting.

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 15 February 2018		Questions Without Notice	Tourism Study from University of Canberra

## 21.1 TOURISM STUDY FROM UNIVERSITY OF CANBERRA

Councillor Peter Beer

Question:

- a) When will Council deal with this study?
- b) Has this study received public comment and when will the letters sent to Council be addressed?
- c) What role will the Council Tourism Committee play in the study and in the reply/treatment of such study.

Answer: The Tourism Strategy is being undertaken in two parts. The first part is dealing primarily with governance structure and administration of tourism in the region, the second part will be a visitor economy strategy. The first part is being undertaken by the University of Canberra and is nearing completion. A draft was prepared and stakeholder input sought from University of Canberra (UC). This input has been considered by the consultants and an updated draft is expected shortly from UC. The formation of the full Council tourism committee depends on Council adopting this first part of the strategy. The Group Manager - Economic Development and Tourism and the Manager - Tourism & Events will meet with the tourism committee Councillors to discuss the draft strategy and the process. A report will be prepared for Council once a final draft strategy is received from UC. The Tourism Committee will be formed in full after Council adopts Part 1 of the Strategy regarding governance structure. It is then anticipated the committee will have substantial input into Part 2 being the Visitor Economy Strategy. However Part 2 will also be undertaken in conjunction with the Office of Regional Development as it is also a required action in the South East and Tablelands Regional Plan.

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 15 February 2018		Questions Without Notice	Springfield Road

## 21.2 SPRINGFIELD ROAD

Councillor John Castellari

Question: At the December Council meeting I asked about the possibility of sealing Springfield Road, Nimmitabel, is there an update on this?

Answer: Refer earlier response.

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 15 February 2018		Questions Without Notice	Illegal Buildings in Nimmitabel

## 21.4 ILLEGAL BUILDINGS IN NIMMITABEL

### RECOMMENDATION

Councillor Rogan Corbett

Question: What can Council do about the illegal buildings that have been put in Nimmitabel? They are an eye sore and of great concern to the community.

Answer: Staff have issued a Notice of Intention to serve an Order under the Environmental Planning and Assessment Act 1979 on 28 February 2018 to Demolish or remove the five associated structures to a moveable dwelling on the premises which do not have development consent. Representations will be received up until 14 March 2018 otherwise the property owner has 28 days to comply. It should also be noted that the property owner has attempted to lodge a Development Application for the use of the site for the five demountable buildings, however, the application has been rejected due to insufficient information..

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 15 February 2018		Questions Without Notice	Snowy 2.0
<b>21.5 SNOWY 2.0</b>			
Councillor Rogan Corbett			
Question: Is council developing a strategy for the area to reap the benefits of the upcoming Snowy 2.0 project?			
Answer: The impact of Snowy 2.0 and how to best harness the opportunities it provides are being considered as part of the development of the Regional Economic Development Strategy (REDS). It is intended to hold a workshop with Councillors in March to discuss the strategy with the consultants who are preparing it. Difficulties are also presented by the fact that a final decision has not yet been made on the project and Snowy has not yet released the EIS which is currently being prepared and which will detail the final project scope and estimate its economic and social impact. The consultants preparing the REDS have done some economic modelling based on the released Snowy 2.0 feasibility study and this is being incorporated into the REDS, but it is difficult to prepare fully for Snowy 2.0 until all the details of it have been released.			
Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 15 February 2018		Questions Without Notice	Recreational Fields
<b>21.6 RECREATIONAL FIELDS</b>			
Councillor James Ewart			
Question: What is the protocol on the length of grass for our recreational fields? And why can't it be cut shorter?			
Answer: There is no protocol as such. The staff who operate the ride-on mowers will lower the cutting length for the cricket season as much as possible as requested. Being mindful that if the grass is cut too short it will impact on the cover for the winter season sports. We have to manage this for all sporting codes. Recently the mower decks have been lowered from 2" to 1.5" around both turf wickets and 2" everywhere else. This 1.5" cut allows for a "faster" outfield for cricket helping run scoring and stroke playing, Mark Williams ( Monaro cricket ) has always been happy with the field presentation. Whilst the grounds visually look good they could still do with a lot of work re- levelling etc., which would come at great expense. Due to the unevenness of the grounds, if we were to go any lower we would be scalping areas of playing surface. Shorter grass requires more water and extra mowing, during the cricket season we mow the oval where the turf wickets are more often than anywhere else. Adding to this when the grass is in periods of rapid growth, if we were able to cut it short it would leave large amounts of grass on the playing surface and currently we do not have a machine to catch it or pick it up.			

Meeting	Officer/Director	Section	Subject
Ordinary Council Meeting 15 February 2018	John Gargett Peter Smith	Questions Without Notice	12 Mittagang Road
<b>21.7 12 MITTAGANG ROAD</b>			
Councillor John Last			
Question: Is it the case that 12 Mittagang Road, Cooma has lost its right to be used as a school because it is currently occupied by the Reformed Bible Church (despite the fact that they did not have a DA to change the usage of the site from School to Church)?			
What is the process to have it approved as a school in spite of the facts as it stands it would be a school?			
Answer: Discussions were held with the property purchaser prior to and following the Council meeting. A DA has since been submitted for the use of the site as a school, and for building works proposed to be undertaken. Council records do not indicate that the use of the site as a church was an unauthorised use.			

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## 18.1 NOTICE OF MOTION TO RESCIND A RESOLUTION - CR CASTELLARI

Record No:

Responsible Officer: General Manager  
Author: Councillor John Castellari  
Attachments: 1. Notice of Motion to Rescind a Resolution Cr Castellari - March 2018 [↓](#)

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Councillor John Castellari has given notice that at the Ordinary Meeting of Council on 15 March 2018, he will move the following motion.

### MOTION

- A. That the council resolution relating to Minutes OC\_15022018\_MIN\_979, Item No 22.3: Report from Confidential Session passed at the Council Meeting held on: 15 February 2018; be and is hereby rescinded; and that
- B. Council to be provided with a balanced report that takes account of all relevant documentation, including that supplied by Jindabyne Medical Practice; and
- C. This report to be provided at an extraordinary meeting of Council, given the urgency of the matter.

### Additional information

That, in view of insufficient information provided at the Ordinary Council meeting of 15 February 2018 to enable a fully informed consideration of the issues to the degree expected of Councillors under the Local Government Act, the decision on item

#### 22.3 RENTAL PROPOSAL FOR TENDER OF GENERAL PRACTITIONER SERVICES AT SNOWY RIVER HEALTH CENTRE JINDABYNE

which supported the reporting officer's recommendations, be rescinded and that Council be provided with a balanced report that takes account of all relevant documentation, including that supplied by Jindabyne Medical Practice. This report to be provided at an extraordinary meeting of Council, given the urgency of the matter.

### Background

This item, presented late on the night of 15 February, provided a single page document from the Jindabyne Medical Practice (JMP), in support of its negotiations. The other documentation contained a report from the recommending officer and a lengthy and detailed market valuation. Council's singular focus on market value of the premises ignores the complete context within which the Jindabyne Medical Practice currently operates, reducing an essential community health service to dollar figures.

The documents submitted by the Jindabyne Medical Practice in support of their business case included a 105 page EOI addressing all the criteria identified in the Council's tender, as well as

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several shorter letters addressing other specific issues raised. As Councillors we are required to fully inform ourselves before making a decision. Especially with a decision of this magnitude, which impacts upon many of our community's residents, visitors and businesses, it is crucial that we satisfy ourselves of having made the correct decision based on all the available information.

A subsequent letter to the JMP from Council dated 28 February 2018, expresses Council's intention to seek full market rental for the "space" and quotes a decision of 2016. This decision is not consistent with what was discussed at the February meeting and the 2016 decision was not part of those discussions around the report provided by Council staff, which makes no mention of the 2016 decision. It's especially concerning that Council is relying on 2016 decision to which most of our current Council was neither party nor aware.

I understand that despite it being explicitly stated in the EOI that the rent was negotiable, JMP were at no time offered a meeting to discuss it, Council failing to respond to multiple requests to do so. It was not their intention to present a single page document to Council without the opportunity to discuss a figure agreeable to both parties.

This matter is urgent: it is understood that JMP will need to close their doors by end April if a way forward cannot be negotiated.

I urge Councillors to support this motion and reopen consideration of the JMP proposal.

Signed motion to be provided by Cr Castellari and two Councillors on Monday 5 March – will be provided to Councillors.

Clause 9. 1 of Council's Code of Meeting Practice provides as follows:

**9.1 Notices of Motion**

- (1) *The deadline for lodging notices of motion in writing for inclusion on the business paper for consideration at any meeting of the Council, shall be eleven (11) days prior to the meeting.*
  - (2) *A councillor must give notice of business in writing no later than 4.00pm on the Tuesday that follows the ordinary meeting of council.*
  - (3) *At an Ordinary meeting Councillors may give notice of motions in writing to be listed as matters on the business paper for the next Ordinary meeting of Council.*
  - (4) *The rules applying to the content of Questions also apply to the content of Notices of Motion.*
  - (5) *Councillors are to ensure, where it is intended that staff be asked to carry out some specific defined action, that a Notice of Motion is written in such a way that, if carried, the motion carries such clear and unambiguous direction.*
-



## Notice of Motion to Rescind a Resolution

To: The General Manager  
Snowy Monaro Regional Council

### Motion to Rescind Resolution

We hereby give notice of the following motion of rescission:

"That the Council resolution relating to

Minutes No. OC\_15022018\_MIN\_979

Item No. 22.3 Report From Confidential Session

#### COUNCIL RESOLUTION

1/18

That Council having considered the Expression of Interest in accordance with 177 of the Local Government General Regulation determines:

- A. In accordance with Clause 178 (1) (b), to decline to accept the Expression of Interest received for Level 2 Snowy River Health Centre Medical Practice and General Practitioner Services.
- B. In accordance with Clause 178 (3) (b), to call for a fresh Expression of Interest for the Lease of Level 2 Snowy River Health Centre Medical Practice and General Practitioner Services.
- C. Operations of the Medical Practice and General Practitioner Services at the Snowy River Health Centre will need to continue operating whilst Council calls for fresh tenders. Therefore, in accordance with Clause 178 (3) (e), authorise the Mayor and General Manager to enter into negotiations with the current Lessee(Jindabyne Medical Practice) to further extend the lease for a period of six (6) months over the winter season from 1 May 2018 to 30th October 2018.
- D. Authorise the Mayor and General Manager to execute the extension of the Lease of Level 2 Snowy River Health Centre Medical Practice and General Practitioner Services with Jindabyne Medical Practice under Council seal.

Moved Councillor Beer

Seconded Councillor Corbett

CARRIED

PASSED AT THE COUNCIL MEETING HELD ON : 15 February 2018

be and is hereby RESCINDED"

### Notice of Motion:

*Should the rescission motion be adopted we give notice that it is our intention to move the following motion in lieu of which due notice is hereby given.*

Council be provided with a balanced report that takes account of all relevant documentation, including that supplied by Jindabyne Medical Practice; and

This report to be provided at an extraordinary meeting of Council, given the urgency of the matter

Issue Date:

Revision Date:

Page 1 of 3



Dated this Second day of March 2018 \_\_\_\_\_

John Castellari \_\_\_\_\_

*Name of Councillor*

Peter BEER

*Name of Councillor*

Brian Old

*Name of Councillor*



*Signature of Councillor*



*Signature of Councillor*



*Signature of Councillor*

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## 18.2 NOTICE OF MOTION TO RESCIND A RESOLUTION - CR HASLINGDEN MARCH 2018

Record No:

Responsible Officer: General Manager  
Author: Councillor Sue Haslingden  
Attachments: 1. Notice of Motion to Rescind a Resolution Cr Haslingden Mar 2018 [↓](#)

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Councillor Suzanne Haslingden has given notice that at the Ordinary Meeting of Council on 15 March 2018, she will move the following motion.

### MOTION

That

- A. The council resolution relating to Minutes No. OC\_15022018\_MIN\_979, Item No 11.1: Request from Forestry Corporation NSW for contribution towards survey and cost estimate for various road improvements projects; not passed at the Council Meeting held on: 15 February 2018; be and is hereby rescinded; and that
- B. The officers recommendation be reinstated
- That Council*
- Approve 50% contribution towards the cost of survey, design and cost estimates for Bucky Springs Road/Burton Street Bombala Bypass up to an amount not exceeding \$10,000.*
- Authorise the expenditure and allocate an amount of \$10,000 in the 2017-18 Financial Year Budget with funding to be provided from Other Internal Reserves*

### BACKGROUND

Refer attachment.

Clause 9. 1 of Council's Code of Meeting Practice provides as follows:

#### 9.1 Notices of Motion

- (1) The deadline for lodging notices of motion in writing for inclusion on the business paper for consideration at any meeting of the Council, shall be eleven (11) days prior to the meeting.
  - (2) A councillor must give notice of business in writing no later than 4.00pm on the Tuesday that follows the ordinary meeting of council.
  - (3) At an Ordinary meeting Councillors may give notice of motions in writing to be listed as matters on the business paper for the next Ordinary meeting of Council.
  - (4) The rules applying to the content of Questions also apply to the content of Notices of Motion.
  - (5) Councillors are to ensure, where it is intended that staff be asked to carry out some specific defined action, that a Notice of Motion is written in such a way that, if carried, the motion carries such clear and unambiguous direction.
-



## Notice of Motion to Rescind a Resolution

To: The General Manager  
Snowy Monaro Regional Council

### Motion to Rescind Resolution

We hereby give notice of the following motion of rescission:

"That the Council resolution relating to

Minutes No. 11.1

Item No. \_\_\_\_\_

Title Request from Forestry Corp NSW etc

Passed at the Council meeting held on 15 Feb 2018

be and is hereby RESCINDED".

### Notice of Motion:

Should the rescission motion be adopted we give notice that it is our intention to move the following motion in lieu of which due notice is hereby given.

Reinstate the officer's recommendation

Dated this 19 day of Feb (year) 2018

Suzanne Haslingden

Name of Councillor

Anne Maslin

Name of Councillor

Rogan Corbett

John Rooney

Name of Councillor

[Signature]

Signature of Councillor

[Signature]

Signature of Councillor

[Signature]

Signature of Councillor

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### 18.3 NOTICE OF MOTION CR CASTELLARI - UPDATE ON MONEY FOR ROADS

Record No:

Responsible Officer: General Manager  
Author: Councillor John Castellari  
Attachments: 1. Notice of Motion Cr Castellari Mar 2018 Roads Funding Update  
[↓](#)

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Councillor John Castellari has given notice that at the Ordinary Meeting of Council on 15 March 2018, he will move the following motion.

#### **MOTION**

That Council resolve that the Mayor provide regular updates on progress implementing the motion passed at the February 2015 council meeting, to approach State and Federal government for improved ongoing road funding in Snowy Monaro region.

#### **BACKGROUND**

This is an important issue and councillors need to be able to respond to resident requests for information on how we are addressing the roads problem in our region. Roads repair and ongoing maintenance was the single most raised issue for residents during the election campaign so there is a community expectation that we will take effective action to resource road repair and maintenance.

Clause 9. 1 of Council's Code of Meeting Practice provides as follows:

##### **9.1 Notices of Motion**

- (1) *The deadline for lodging notices of motion in writing for inclusion on the business paper for consideration at any meeting of the Council, shall be eleven (11) days prior to the meeting.*
  - (2) *A councillor must give notice of business in writing no later than 4.00pm on the Tuesday that follows the ordinary meeting of council.*
  - (3) *At an Ordinary meeting Councillors may give notice of motions in writing to be listed as matters on the business paper for the next Ordinary meeting of Council.*
  - (4) *The rules applying to the content of Questions also apply to the content of Notices of Motion.*
  - (5) *Councillors are to ensure, where it is intended that staff be asked to carry out some specific defined action, that a Notice of Motion is written in such a way that, if carried, the motion carries such clear and unambiguous direction.*
-

## Notice of Motion



Submitted for Meeting of **Snowy Monaro Regional Ordinary Council**

*(Council or name of Committee)*

Date of Meeting **15 March 2018**

Submitted by **Councillor John Castellari**

*(Councillor Name)*

### Motion:

That the Mayor provide regular updates on progress implementing the motion passed at the February council meeting, to approach state and federal government for improved ongoing road funding in Snowy Monaro region.

### Background Information:

This is an important issue and councillors need to be able to respond to resident requests for information on how we are addressing the roads problem in our region. Roads repair and ongoing maintenance was the single most raised issue for residents during the election campaign so there is a community expectation that we will take effective action to resource road repair and maintenance.

Dated this third \_\_\_\_\_ day of March \_\_\_\_\_ 2018

John Castellari

*Name of Councillor*

*Signature of Councillor*

Brian Old

*Name of Councillor*

*Signature of Councillor*

Issue Date:

Revision Date:

Page 1 of 2

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## 18.4 NOTICE OF MOTION CR MASLIN - BOMBALA AND DELEGATE WATER SUPPLY

Record No:

Responsible Officer: General Manager  
Author: Councillor Anne Maslin  
Attachments: 1. Notice of Motion Cr Maslin - Bombala and Delegate Water Supply [↓](#)

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Councillor Anne Maslin has given notice that at the Ordinary Meeting of Council on 15 March 2018, she will move the following motion.

### MOTION

That council receive an update report on the water supply for the towns of Bombala and Delegate.

The Report to include:

- budget for water improvement works;
- an explanation as to why Bombala town water continues to be malodorous and discoloured; and
- why Delegate water is still officially undrinkable;
- and an explanation in laymen's terms as to the process being undertaken to fix the problems for both towns.

### BACKGROUND

Ongoing complaints from residents in Bombala and Delegate state that the water supply situation is "third world standard". Delegate water is still officially non-potable.

The new water station/drinking fountain to be installed in Delegate (as part of the Stronger Communities Funding projects) will not have a water supply connected to it, because it is undrinkable.

Under the Administrator, during 2016-17, residents were assured that 7 million dollars was being spent to fix the Bombala and Delegate Water and Sewerage. To date, the water supply in both towns has not improved to a satisfactory standard, even though residents are paying higher rates in both towns.

There is confusion among ratepayers given that council has assured the community that funding has been allocated, and yet results have so far not been achieved.

Clause 9. 1 of Council's Code of Meeting Practice provides as follows:

#### **9.1 Notices of Motion**

- (1) *The deadline for lodging notices of motion in writing for inclusion on the business paper for consideration at any meeting of the Council, shall be eleven (11) days prior to the meeting.*
-

- (2) *A councillor must give notice of business in writing no later than 4.00pm on the Tuesday that follows the ordinary meeting of council.*
  - (3) *At an Ordinary meeting Councillors may give notice of motions in writing to be listed as matters on the business paper for the next Ordinary meeting of Council.*
  - (4) *The rules applying to the content of Questions also apply to the content of Notices of Motion.*
  - (5) *Councillors are to ensure, where it is intended that staff be asked to carry out some specific defined action, that a Notice of Motion is written in such a way that, if carried, the motion carries such clear and unambiguous direction.*
-



## Notice of Motion



Submitted for Meeting of. **Snowy Monaro Regional Ordinary Council**

*(Council or name of Committee)*

Date of Meeting **15 March 2018**

Submitted by **Councillor Anne Maslin**

*(Councillor Name)*

### Motion:

That council receive an update report on the water supply for the towns of Bombala and Delegate.

The Report to include:

- budget for water improvement works;
- an explanation as to why Bombala town water continues to be malodorous and discoloured; and
- why Delegate water is still officially undrinkable;
- and an explanation in laymen's terms as to the process being undertaken to fix the problems for both towns.

### Background Information:

Ongoing complaints from residents in Bombala and Delegate state that the water supply situation is "third world standard". Delegate water is still officially non-potable.

The new water station/drinking fountain to be installed in Delegate (as part of the Stronger Communities Funding projects) will not have a water supply connected to it, because it is undrinkable.

Under the Administrator, during 2016-17, residents were assured that 7 million dollars was being spent to fix the Bombala and Delegate Water and Sewerage. To date, the water supply in both towns has not improved to a satisfactory standard, even though residents are paying higher rates in both towns.

There is confusion among ratepayers given that council has assured the community that funding has been allocated, and yet results have so far not been achieved.

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Dated this \_\_\_\_\_ day of \_\_\_\_\_ (year) \_\_\_\_\_

\_\_\_\_\_  
*Name of Councillor*

\_\_\_\_\_  
*Signature of Councillor*

\_\_\_\_\_  
*Name of Councillor*

\_\_\_\_\_  
*Signature of Councillor*

Council's Code of Meeting Practice provides as follows:

21.1 It is the duty of the Chairperson at a meeting of Council to receive and put to a meeting any lawful motion that is brought before the meeting.

21.2 The Chairperson must rule out of order any motion that is unlawful or the implementation of which would be unlawful.

21.3 Any Motion, amendment or other matter that the Chairperson has ruled out of order is taken to have been rejected (cl 238 of the Regulation)

22 In the absence if a Councillor who has placed a notice of Motion on the business paper for a meeting of Council:

- a) Any other Councillor may move the motion at the meeting; or
- b) The Chairperson may defer the motion until the next meeting of Council at which the motion can be considered (cl 243 of the Regulation)

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## 18.5 NOTICE OF MOTION CR STEWART - BOCO ROCK COMMUNITY FUNDING COMMITTEE REPRESENTATION

Record No:

Responsible Officer: General Manager  
Author: Councillor Bob Stewart  
Attachments: 1. Notice of Motion Cr Stewart - Boco Rock Community Funding Committee Representation [↓](#)

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Councillor Bob Stewart has given notice that at the Ordinary Meeting of Council on 15 March 2018, he will move the following motion.

### MOTION

That Council resolve for

- A. an additional Councillor representative be appointed to the Boco Rock Community Grant Fund Committee, in addition to the Mayor and General Manager representatives from Snowy Monaro Regional Council; and
- B. Cr Stewart be nominated as the additional Council representative.

### BACKGROUND

The Boco Rock Community Grant Fund is managed by a Committee consisting of Council representatives, Boco Rock representation and a community member from the former Bombala and Cooma Council areas to assess the grant applications for funding from the trust.

Clause 9. 1 of Council's Code of Meeting Practice provides as follows:

#### 9.1 Notices of Motion

- (1) *The deadline for lodging notices of motion in writing for inclusion on the business paper for consideration at any meeting of the Council, shall be eleven (11) days prior to the meeting.*
  - (2) *A councillor must give notice of business in writing no later than 4.00pm on the Tuesday that follows the ordinary meeting of council.*
  - (3) *At an Ordinary meeting Councillors may give notice of motions in writing to be listed as matters on the business paper for the next Ordinary meeting of Council.*
  - (4) *The rules applying to the content of Questions also apply to the content of Notices of Motion.*
  - (5) *Councillors are to ensure, where it is intended that staff be asked to carry out some specific defined action, that a Notice of Motion is written in such a way that, if carried, the motion carries such clear and unambiguous direction.*
-

## Notice of Motion



Submitted for Meeting of. **Snowy Monaro Regional Ordinary Council**  
(Council or name of Committee)

Date of Meeting **15 March 2018**

Submitted by **Councillor Bob Stewart**  
(Councillor Name)

### Motion:

That an additional Councillor representative be appointed to the Boco Rock Community Grant Fund Committee, in addition to the Mayor and General Manager representatives from Snowy Monaro Regional Council; and


that Cr Stewart be nominated as the additional Council representative.

### Background Information:


The Boco Rock Community Grant Fund is managed by a Committee consisting of Council representatives, Boco Rock representation and a community member from the former Bombala and Cooma Council areas to assess the grant applications for funding from the trust.

Dated this 15 day of March (year) 2018

BOB STEWART  
Name of Councillor

  
Signature of Councillor

Sue Hastingsden  
Name of Councillor

  
Signature of Councillor

## 22. CONFIDENTIAL MATTERS

In accordance with Section 10A(2) of the Local Government Act 1993, Council can exclude members of the public from the meeting and go into Closed Session to consider confidential matters, if those matters involve:

- (a) personnel matters concerning particular individuals; or
- (b) the personal hardship of any resident or ratepayer; or
- (c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business; or
- (d) commercial information of a confidential nature that would, if disclosed;
  - (i) prejudice the commercial position of the person who supplied it, or
  - (ii) confer a commercial advantage on a competitor of the council, or
  - (iii) reveal a trade secret,
- (e) information that would, if disclosed, prejudice the maintenance of law; or
- (f) matters affecting the security of the council, councillors, council staff or council property; or
- (g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege or information concerning the nature and location of a place; or
- (h) an item of Aboriginal significance on community land.

and Council considers that the closure of that part of the meeting for the receipt or discussion of the nominated items or information relating thereto is necessary to preserve the relevant confidentiality, privilege or security of such information, and discussion of the material in open session would be contrary to the public interest.

In accordance with Section 10A(4) of the Local Government Act 1993 the Chairperson will invite members of the public to make verbal representations to the Council on whether the meeting should be closed to consider confidential matters.

### RECOMMENDATION

1. THAT pursuant to Section 10A subsections 2 & 3 and Section 10B of the Local Government Act, 1993 (as amended) the following items on the agenda for the Ordinary Council meeting be dealt with in Closed Session for the reasons specified below:

#### **22.1 Mr Norm Wilton - Bombala - Removal of Construction Spoil from Property**

Item 22.1 is confidential in accordance with s10(A)(2)(f) of the Local Government Act because it contains details of systems and/or arrangements that have been implemented to protect council, councillors, staff and Council property and (g) of the Local Government Act because it contains and advice concerning litigation, or advice as comprises a discussion of this matter, that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

#### **22.2 Proposed Lease to Dementia Australia - Office 1, 227 Sharp Street Cooma - Werri Nina**

Item 22.2 is confidential in accordance with s10(A)(2)(dii) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a competitor of the council and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

#### **22.3 Proposed Road Closure & Sale of old Lions Park at Bombala**

Item 22.3 is confidential in accordance with s10(A)(2)(dii) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a competitor of the council and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

#### **22.4 Offer to Transfer Title of Lot 6 Section 42 DP 758776 to Council**

Item 22.4 is confidential in accordance with s10(A)(2)(di) of the Local Government Act because it contains commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

**22.5 Tender - Numeralla RFB Shed and Site Works**

Item 22.5 is confidential in accordance with s10(A)(2)(dii) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a competitor of the council and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

**22.6 Award of Contract for Stage 2 - Detail Design of the Bombala STP and the Adaminaby STP**

Item 22.6 is confidential in accordance with s10(A)(2)(di) of the Local Government Act because it contains commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

**22.7 Award of Tender for contract 04 - Dewatering and disposal of biosolids from the sewage treatment plants in Berridale, Cooma and Jindabyne and Contract 07 - Water Mains Upgrade in Bombala, Cooma and Jindabyne**

Item 22.7 is confidential in accordance with s10(A)(2)(dii) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a competitor of the council and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

**22.8 Tender Evaluation - Feasibility Study for Heavy Vehicle Traffic Movement in Bombala**

Item 22.8 is confidential in accordance with s10(A)(2)(di) of the Local Government Act because it contains commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

**22.9 Tender Evaluation - Transport Design Projects**

Item 22.9 is confidential in accordance with s10(A)(2)(di) of the Local Government Act because it contains commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

**22.10 Corporate Information Systems Project Report**

Item 22.10 is confidential in accordance with s10(A)(2)(c) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

2. The press and public be excluded from the proceedings of the Council in Closed Session on the basis that these items are considered to be of a confidential nature.
3. That the Minutes and Business Papers including any reports, correspondence, documentation or information relating to such matter be treated as confidential and be withheld from access by the press and public, until such time as the Council resolves that the reason for confidentiality has passed or become irrelevant.
4. That the resolutions made by the Council in Closed Session be recorded in the Minutes of the Council Meeting.
5. That upon this recommendation being moved and seconded, the Chairperson invite representations from the public as to whether this part of the meeting should be closed to consider the nominated item.

