



SNOWY MONARO
REGIONAL COUNCIL

BUSINESS PAPER

PUBLIC EXHIBITION COPY

Ordinary Council Meeting
16 April 2020

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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.

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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 Bidhawal 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

**ORDINARY COUNCIL MEETING
TO BE HELD IN COUNCIL CHAMBERS, 81 COMMISSIONER STREET, COOMA NSW
2630**

**ON THURSDAY 16 APRIL 2020
COMMENCING AT 5:00PM**

BUSINESS PAPER

- 1. OPENING MEETING**
- 2. ACKNOWLEDGEMENT OF COUNTRY**
- 3. APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS**
- 4. CITIZENSHIP CEREMONIES**
- 5. DISCLOSURE OF INTEREST**
(Declarations also to be made prior to discussions on each item)
- 6. MATTERS DEALT WITH BY EXCEPTION**
- 7. CONFIRMATION OF MINUTES**
 - 7.1 Ordinary Council Meeting held on 19 March 2020
 - 7.2 Closed Session of the Ordinary Council Meeting held on 19 March 2020
- 8. PLANNING AND DEVELOPMENT APPLICATION MATTERS**
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13.2	Legal Actions and Potential Claims Against SMRC as at 31 March 2020 <i>Item 13.2 is confidential in accordance with s10(A)(2)(e) of the Local Government Act because it contains information that would, if disclosed, prejudice the maintenance of law and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.</i>	

DRAFT MINUTES

8.1 REVIEW OF DETERMINATION REV4001/2020 REVIEW OF COUNCILS DETERMINATION OF MOD4028/2019 AMENDMENTS TO CONDITIONS RELATING TO ACCESS TO HIGHVIEW ESTATE

Record No:

Responsible Officer: Acting Director Environment & Sustainability
 Author: Group Manager Development & Building Certification
 Key Theme: 3. Environment Outcomes
 CSP Community Strategy: 8.1 Plan for rural, urban and industrial development that is sensitive to the region's natural environment and heritage
 Delivery Program Objectives: 8.1.1 New development and land use is facilitated in appropriate locations with areas of environmental value protected
 Attachments: 1. Applicants Justification for Review of Determination
 2. Applicants Traffic Modelling SECA Solutions
 3. MOD4028/2019 Signed Consent Notice
 4. Transport for NSW reponse to REV4001/2020 referral
 5. Transport for NSW response to MOD4028/2019
 6. Submissions
 7. Application form and cover letter

Applicant Number:	REV4001/2020
Applicant:	Coast Plan Consulting
Owner:	Village Style Retirement Services Pty Ltd and Erina Investment Services Pty Ltd
DA Registered:	13/01/2020
Property Description:	Lot 23 DP1227047, Lot 17 DP1216242 and Lot 32 DP1118132
Property Number:	108937, 108938, 106919
Zone:	R2 – Low Density Residential, RU1 – Primary Production, R1 – General Residential, R5- Large Lot Residential
Current Use:	Partially developed residential subdivision.
Approved Use:	Residential Subdivision 224 lots.
Application subject of Review:	MOD4028/2019
Recommendation	<p>Council confirm its determination of 19/12/19 to partially approve MOD4028/2019 for the following reasons:</p> <ol style="list-style-type: none"> 1. That the removal of the intersection between Kosciuszko Road and the stages 9-12 of Highview Estate will have an unreasonable impact on the surrounding local road network. 2. That the Kosciuszko Road intersection is required to adequately service the later stages of the Highview Estate by providing a second alternative access to the

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	<p>development from a main road.</p> <p>3. That the deletion of conditions 61, 69 & 70 is not in the public interest as it will have an unreasonable impact on residential amenity by increasing vehicular traffic through existing residential streets.</p> <p>4. That condition 58 not be amended as it was contingent upon approval of the deletion of condition 61.</p>
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EXECUTIVE SUMMARY

The purpose of this report is seek Councils consideration of a request for a review of determination under S8.2(1)(b) of the Environmental Planning and Assessment Act 1979 (“the Act”) for MOD4028/2019, determined by Council 19/12/19 (Resolution No 458/19).

MOD4028/2019 sought to make the following amendments to DA0079/2007 (224 lot residential subdivision, known as Highview Estate Jindabyne):

1. Amend Condition 58 to delete the requirement to carry out a Traffic Study in lieu of constructing the Barry Way intersection.
2. Amend the Masterplan for the proposed subdivision to delete the access to the proposed subdivision from Kosciuszko Road.
3. Change the staging numbers of the original Stages 9 to 12 as indicated on the submitted Masterplan.
4. Delete Condition 61 as a result of the deletion of the access to Kosciuszko Road.
5. Delete Condition 69 & 70 as a result of the deletion of the access to Kosciuszko Road.
6. Amend Condition No 2 of the Development Consent so that each stage of the subdivision is to be proceeded in ascending numerical order up to Stage 9 as indicated on the amended staging plan submitted with this application. This will allow some flexibility in the completion of the development and will not result in any conflict with any of the current and amended conditions of the consent.

The following is the resolution as made at the meeting of 19/12/19:

COUNCIL RESOLUTION

458/19

That Council

A. Pursuant to section 4.55(1)(a) of the Environmental Planning and Assessment Act 1979 (as amended) it is recommended that MOD4028/2019 being an amendment to DA0079/2007 on Lot 23 DP1227047, Lot 17 DP1216242 and Lot 32 DP1118132 be approved in part (being those conditions relating to the restaging of the subdivision) subject to the amended conditions of consent attached.

B. Notify anyone who made a submission to MOD4028/2019 according to the regulations

Moved Councillor Castellari

Seconded Councillor Haslingden

CARRIED

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As such no conditions relating to the removal of the requirement for an additional intersection to the development from Kosciuszko Road were amended. Under the provisions of the Environmental Planning and Assessment Act 1979 a person with benefit of a development consent has the opportunity to seek a review of a determination of the subject application. In this case the review of those conditions that were not approved as part of MOD4028/2019 has been lodged under the provisions of S8.2(1)(b) of the Act. The applicant is seeking to have the subject conditions deleted as previously requested in MOD4028/2019. The applicant's position is that the deletion of the conditions are supported by traffic modelling and that *"the conditions of consent of the master plan relating to traffic and access within the Highview Estate has been amended on a number of occasions and has been an issue since the development was first proposed"*. Council officers are not in support of the applicants position that the removal of the intersection will not have an unreasonable impact on local streets and residential amenity.

It is recommended that Council confirm its determination of 19/12/19 to partially approve MOD4028/2019, without making further changes to the development consent.

RECOMMENDATION

That

A. Pursuant to section 8.2(1)(b) of the *Environmental Planning and Assessment Act 1979 (as amended)* it is recommended that Council confirm its determination of MOD4028/2019 as made on the 19/12/2019 for the following reasons:

1. That the removal of the intersection between Kosciuszko Road and the stages 9-12 of Highview Estate will have an unreasonable impact on the surrounding local road network.
2. That the Kosciuszko Road intersection is required to adequately service the later stages of the Highview Estate by providing a second alternative access to the development from a main road.
3. That the deletion of conditions 61, 69 & 70 is not in the public interest as it will have an unreasonable impact on residential amenity by increasing vehicular traffic through existing residential streets.
4. That condition 58 not be amended as it was contingent upon approval of the deletion of condition 61.

B. Notify in writing those who made a submission to this Application of its decision as per the requirements of clause 102(2) of the *Environmental Planning and Assessment Regulation 2000*

BACKGROUND

DA0079/2007 was an approval for the staged subdivision of 207 residential lots described as 'Highview Estate', Jillamatong Street, Jindabyne. The subdivision was to occur over 12 stages. The approval has been modified nine times mostly relating to the splitting of stages and the removal of a condition requiring a second access into the development (MA2016/0002). MOD0022/2009 increased the number of lots to be subdivided from 207 to 224 by reducing the size of a number of the lots on Twynam Street.

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MOD4028/2019 (the application subject of this review) was the eleventh modification to DA0079/2007.

Previous Amendments to DA0079/2007

MOD0067/2007	Staged Subdivision Comprising 205 Lots - Modification to Stage 2.
MOD0003/2008	Modification of Conditions 55 & 57.
MOD0016/2008	Modification to Conditions 71 and 73.
MOD0022/2009	Section 96(2) Modification for decrease in Lot sizes, allowing for an increase in lots in the subdivision.
MOD0013/2010	Modification - Amendment to Condition No 5.
MOD0028/2014	Modify Stage 4C lot layout & increase lot sizes to 850m ² .
MOD0001/2016	Amend layout & provide a layout for Stage 8 Highview Estate.
MA2016/0002	Amend staging and lot layout for stages, 6, 7 and 8, create a 'development lot' for the further development for the purposes of seniors housing and inclusion of the construction of a new sewer pump station to service proposed lots within the development.
MOD4009/2018	Modification Stage 7 Stage 7A 12 lots Stage 7B 10 lots Stage 7C 13 lots. Amended proposal will result in reduction of lots from 36 to 35.
MOD4021/2019	Modify Condition 58 to reflect the conditions imposed by DA4001/2018 – 24 Lot Rural Residential Subdivision.

MOD4028/2019 sought to have the following amendments made to DA0079/2007:

- Amend Condition 58 to delete the requirement to carry out a Traffic Study in lieu of constructing the Barry Way intersection.
- Amend the Masterplan for the proposed subdivision to delete the access to the proposed subdivision from Kosciuszko Road.
- Delete Condition 61 as a result of the deletion of the access to Kosciuszko Road.
- Delete Condition 69 & 70 as a result of the deletion of the access to Kosciuszko Road.
- Change the staging numbers of the original Stages 9 to 12 as indicated on the submitted Masterplan.
- Amend Condition No 2 of the Development Consent so that each stage of the subdivision is to proceed in ascending numerical order up to Stage 9 as indicated on the amended staging plan submitted with this application. This will allow some flexibility in the completion of the development and will not result in any conflict with any of the current and amended conditions of the consent.

Council resolved to adopt the officer's recommendation to partially approve the modification, restaging the development but not delete the requirement to construct an access to the Kosciuszko Road.

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Figure 1 – location of proposed Kosciuszko Road intersection providing access to stages 9 to 12 of the Highview Estate highlighted in yellow.



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Figure 2 – Plan showing the proposed master plan (submitted with MOD4028/2019) showing the deletion of the Kosciuszko Road intersection and the location of the Barry Way Intersection (highlighted in yellow). Showing the single point of access to the subdivision from a main road.



Figure 3 – the blue line indicates the location of Rawson Street

Council officers presented to Council on 19/12/19 an assessment of MOD4028/2019, in that report it was stated that:

The removal of any access to the Kosciuszko Road is not supported and the applicant will be required to construct the access to the site during the later stages of the development. It is considered that the removal of the requirement for the intersection with the Kosciuszko Road is not in the public interest. It would result in all traffic accessing the site via the Barry Way, or through Jillamatong Street via Gippsland Street, which could lead to safety issues for those residents in the later stages of the development as they have only one access out of the development via Rawson Street.

ASSESSMENT

The application can be reviewed under the provisions of section 8.2(1)(b) of the Act as it is the review of a the determination of an application for the modification of a development consent by a council. Such an application for review must be lodged with Council to enable determination within a period of 6 months from the date of the determination and within 28 days of the date of determination (clause 123I Environmental Planning and Assessment Regulation 2000).

In this instance as the application was determined on 19/12/19, the application for review was received by Council on 11/01/2020 (which is within the required 28 day timeframe) and allows

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Council until June 2020 to determine the review which is within the required 6 month timeframe for final determination of the review. As such the application can be considered and determined within the provisions of the relevant legislation.

Under section 8.3(3) of the Act an applicant may amend the proposed development which was subject to the original application and the Council can review the matter having regard to the amended development but only if satisfied that the development is substantially the same. In this case S8.3(3) does not apply as the applicant has not chosen to amend the application and is requesting the same conditions be deleted as were proposed in MOD4028/2019. Being those that require the construction of an intersection with the Kosciuszko Road.

The review of determination application is being presented to Council for determination as MOD4028/2019 was determined by Council and as such the application for review is required to be determined by Council and a not a delegate under the provisions of section 8.3 (6) of the Act.

Under section 8.4 of the Act after conducting its review of a determination or decision, the consent authority may confirm or change the determination or decision. In this case it is being recommended that Council confirm its determination of MOD4028/2019.

Compliance with Environmental Planning and Assessment Regulation 2000

Relevant requirements	Officer Response:
113A Public participation—application under section 8.3 of the Act for review of council’s determination	The application was notified in accordance with the requirements.
Clause 123I	
(1) An application for a review under section 8.3 of the Act is to be made not later than 28 days after the date on which the application for the modification of the development consent was determined.	The application was lodged on 13 January 2020 which was 26 day from the date of determination of MOD4028/2019 (19/12/19).
(2) An application must be notified or advertised for the period required by clause 20A of Schedule 1 to the Act.	Under clause 20A of Schedule 1 the mandatory notification or advertising period for an application for the review of a determination or decision of a consent authority under sections 8.2 and 8.3 is: (a) if the relevant community participation plan specifies a mandatory notification or advertising period for the application—the period so specified, or (b) Otherwise—14 days. The application was notified to adjoining owners and those persons who made a submission to MOD4028/2019 and was also

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	<p>advertised in the newspaper.</p> <p>The exhibition period of 14 days.</p> <p>The application was referred to Transport for NSW as they were notified of the original modification. A response was received (included as an attachment) that no change would be made to the response received from the Department for MOD4028/2019, and that impacts to the local road network are a Council matter.</p>
<p>(3) The notice or advertisement must contain the following information—</p> <p>(a) a brief description of the original modification application and the land to which it relates,</p> <p>(b) a statement that submissions concerning the application for review may be made to the council within the notification period.</p>	<p>The notification/advertising of the review was carried out in accordance with the requirements of the regulations.</p>
<p>(4) Submissions may be made in relation to such an application during the notification period and during that period any person may inspect the application and any accompanying information and make extracts from or copies of them.</p>	<p>The required information was provided during the period and six (6) submissions were received. All submissions objected to a change in the condition as sought by the applicant.</p> <p>Submissions are considered below.</p>

Below is a summary of the justifications provided by the Applicant in their correspondence dated 4/2/2020 (attached) to the request to review the decision made by Council to not approve the deletion of conditions relating to the removal of the proposed Kosciuszko intersection. Under each of these points a response has been provided by Council Development Engineering and Planning staff.

Applicants Justification:

1. Deleting the access to Kosciuszko Road is supported by information provided by SECA solutions, Traffic Engineers which indicates that there is no need to construct this access as the existing road network within the Highview Estate and within the locality is capable of carrying the traffic generated by the development within the subdivision.

Development Engineer Response:

It is not agreed that the information provided supports the above view that the deletion of the insertion will have no impact on the existing road network. The Developer provided two traffic impact assessments as follows:

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- a) A review of the intersection requirements for a new intersection of Jillamatong Street and Barry Way with construction at Stage 8 of the Highview Estate Development. This report examines the engineering requirements for the new intersection for the “worst case” situation, which is that all traffic utilises either this new intersection or the existing Jillamatong Road entrance from Reedy’s Cutting Road. It also considers the development of dual occupancy dwellings to generate traffic volumes for input into the “Sidra Intersection 8” Traffic model. This report does not examine the impact of the traffic that the development has on Council’s existing road network.
- b) Proposed changes to access arrangements for Highview Estate. This report considers the traffic impact upon the existing Barry Way/Kosciuszko Road roundabout as the RMS (now Transport for NSW) had concerns whether there would be sufficient capacity at this intersection when future stages of Highview Estate are developed. The report only satisfies the concerns of the RMS which only has interests in its state road network. The report does not examine the impact of the traffic that the development has on Council’s existing road network.

Applicants Justification:

2. The fact is that all the lots within the subdivision would have access to two access points i.e. Barry Way and Gippsland Street via the existing access from Jillamatong Street.

Development Engineer Response:

Whilst it is acknowledged that the applicant is correct that after the deletion of the Kosciuszko Road exit that there will be two access points from the development. Only one of these will be to a main road, the other is a local neighbourhood (collector) road that has the potential to then direct traffic to town through the local road network.

The current consent provides access mainly to higher order roads such as Barry Way for Stages 1 to 8 and Kosciuszko Road for Stages 9 to 12. The original access from Gippsland Street along Jillamatong Street will still continue however, Gippsland Street is a lower order collector road which particularly during the winter months has a higher than desirable volume of traffic.

Applicants Justification:

3. Whilst the RMS have only assessed the impact on the regional road the traffic report which accompanied the application the traffic report also addresses the impact of the removal of the access to Kosciuszko Road on the local road network. This assessment indicated that the removal of the access would not result in an unacceptable impact on the existing local road network.

Development Engineer Response:

This statement is not supported. The two Seca Solution traffic reports do not examine the impact of the traffic that the development generates on the existing local road network. The RMS only considered the impact that the traffic generated by the development has on its classified state road (Kosciuszko Road) and the regional road (Barry Way) that joins onto Kosciuszko Road at the Barry Way roundabout.

Applicants Justification:

4. Concern has been raised by council officers in relation to residents in stages 9 to 12 and the approved rural residential estate, would have no way out of the subdivision should the main
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collector road which connects the early and later stages become blocked. There is no evidence to substantiate why this road would be blocked. The road is not within an area that is mapped as bushfire prone land or identified as flood prone land. The street when constructed would be a residential street with the only likely chance of the road being blocked would be as a result of a traffic accident. This could be cleared quickly thereby not impacting on existing traffic. The chances of this happening would be remote at best. The existing subdivision only has one access at present and this has not created any similar issues. Therefore, I believe there is no basis for this concern.

Development Engineer Response:

If the road leading into Stages 9 to 12 and the approved rural residential estate does become blocked and an alternative access (the approved intersection with Kosciuszko Road) was not provided at the time of the development, it would fall to Council to determine how services could be provided to those properties who would be left without access. This has implications of the provision of emergency services to the site during a road closure, which would have negative impacts on the residents.

Planning Officer Response:

A road can become blocked for any number of reasons, as such it is reasonable to consider the impact that a road blockage or closure could have on the residences within stages 9-12 and the rural residential estate. Merely stating that the road would not become blocked does not adequately consider this possibility. No modelling has been undertaken to demonstrate alternative access points and the implications that such a blockage may have.

The existing portion of the subdivision is not yet completed and there is a requirement for the construction of an intersection with the Barry Way, allowing for two access from that portion of the subdivision.

Whilst the land is not currently mapped as bushfire prone, the draft Snowy Monaro Regional Council – Bush Fire Prone Land Map prepared by NSW Rural Fire Service and endorsed by Council identifies the undeveloped portion the subject property in which stages 9-12 is approved as being bushfire prone land (vegetation category 3).

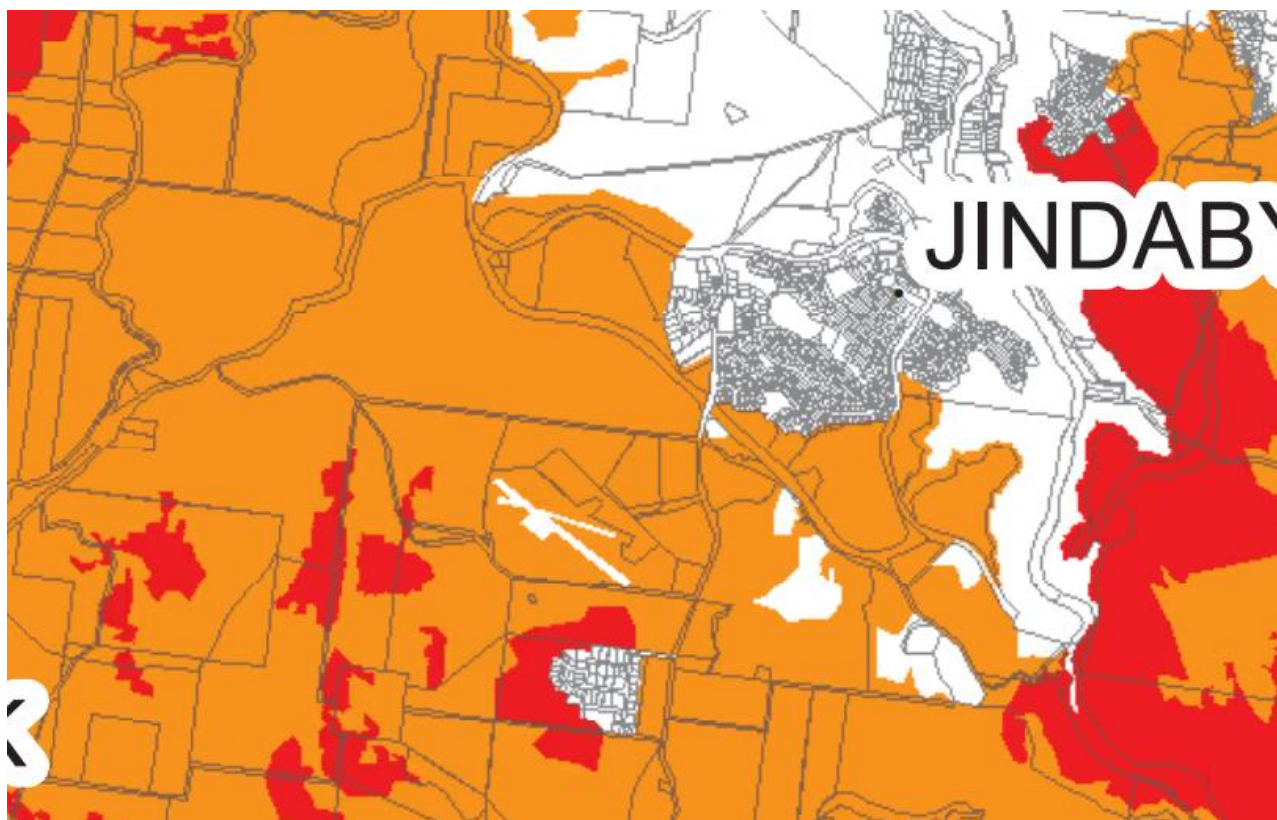


Figure 4 – excerpt from the draft Snowy Monaro Regional Council – Bush Fire Prone Land Map

Applicants Justification:

5. That is not correct that the traffic studies do not adequately address the traffic generated by higher density uses such as dual occupancy developments and merely assume that each allotment will be developed for single dwellings nor do they refer to the approved child care centre which will use the Barry Way for access.

The applicants traffic report states:

"To ensure a robust assessment of the proposed access onto Barry Way, it is assumed that all remaining lots (excluding the rural residential lots) could be developed as dual occupancy dwellings.

The approved subdivision shall also result in the creation of two large residual lots, with a new childcare centre to be provided on one of these lots. Advice from the study team indicates that the balance of these lots could provide for an additional 28 dual occupancies, however these uses have been confirmed and are subject to a separate development application to Snowy Monaro Regional Council.

For the proposed childcare centre, it is considered that the vast majority of the traffic movements associated with this will be local trips from within the Highview Estate or diverted trips associated with parents dropping off or collecting their children when travelling to or from work. It is therefore considered this childcare centre will not generate any significant additional traffic demands through the intersection of Jillamatong Street and Barry Way."

The above results confirm that with a simple sign control, the intersection of Barry Way and Jillamatong Street shall, provide adequate capacity to accommodate the demands for traffic

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turning into and out of the Highview Estate during the seasonal winter peak periods. All movements can operate at the highest level of service (LoS A) with very minimal delays and queuing associated with the various turning movements.

Development Engineer Response:

The above quotes were taken from the “Review of the intersection requirements for a new intersection of Jillamatong Street and Barry Way with construction at Stage 8 of the Highview Estate Development”. Whilst this report does allow for additional traffic generated by dual occupancy development, it is only related to how that will impact on the size and design of the proposed Barry Way intersection and does not address the impact of the removal of the Kosciuszko Road intersection on the existing local road network. However, this report is provided for the purpose of determining the type of intersection required at Jillamatong Street and Barry Way and with the type of intersection chosen, what the level of service it will operate under assuming full development of the Highview Estate. It also assumes that the Kosciuszko Road intersection will not be constructed. This is a conservative approach for the design of the new Jillamatong Street and Barry Way intersection.

The other Seca Solution traffic report “Proposed changes to access arrangements for Highview Estate” does not consider the additional traffic generated by dual occupancy development in Highview Estate. This report only considers the level of service that the existing Barry Way roundabout will operate under to satisfy the RMS concerns. It is understood that the RMS has no concerns with this report despite the lower than expected future traffic generation volumes.

The comment in the report that “that the vast majority of the traffic movements associated with this will be local trips from within the Highview Estate or diverted trips associated with parents dropping off or collecting their children when travelling to or from work” is difficult to quantify as there is no data in the report to back up this assumption and is merely the report author’s opinion. The report correctly indicates that the new Jillamatong Street and Barry Way intersection will operate adequately with an acceptable level of service classification “A”. However the report fails to address any other potential traffic issue particularly along Gippsland Street.

Planning Officer Response:

As discussed above by the Development Engineer the applicant has provided a report that whilst it does include reference to dual occupancy developments in its calculations it only relates to how this will designate the size of the Barry Way intersection. This is on an assumption that the majority of traffic will use the Barry Way intersection to access the subdivision. It does not include any analysis of the balance of the local road network.

Applicants Justification:

6. That there would be no impact on the local road network in relation to traffic travelling along Kosciuszko Road and utilising Gippsland Street to access the estate in lieu of Barry Way and Jillamatong Street, for the following reasons:
 - a. The route available for the rat-run would use Munyang Street then Gippsland Street to connect to Jillamatong Street. Based on a measure from google maps, this would provide a shorter distance for access to Highview Estate (3605m) as opposed to continuing along Kosciuszko Road and Barry Way (4296m). However, this route operates at the posted speed limit of 50 km/h for much of its route and requires drivers to STOP at Gippsland Street to turn into Jillamatong Street. Based on the travel distance and
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posted speed limit using this route will take a typical driver 251 seconds from the proposed removed access on Kosciusko Highway to the Stage 9-10 for the development.

- b. Taking the alternate route via along Kosciuszko Road and Barry Way, the distance travelled is 4,296m but the majority of this route is posted at 60 km/h. This route will take the typical driver 269 seconds to drive, an additional 18 seconds over the shorter route.
- c. The local streets also have curves and gradients which will further discourage drivers from rat running. This route via the local streets also requires drivers to slow down and turn left at 5 separate intersections with one of these being a STOP control. This will further act as a deterrent for drivers to use this route;
- d. It is considered that most people visiting Highview Estate will look to continue along Kosciusko Road to access the local shops and amenities provided in the centre of Kosciusko. Visitors in particular will drive into the centre of town, stock up on supplies before then continuing to their houses and thereby avoid rat running along this local route. It is noted that using a navigation system for a visitor driver the preferred route chosen by the navigation system is via Kosciusko Road and Barry Way;
- e. For visitors who use these lots associated with the snow fields, the snowfields are located west of Highview Estate and as such will use Barry Way to access Highview Estate.
- f. It is considered that the only drivers who may choose to use this rat run route will be a percentage of the locals who are arriving into town from Cooma and this is considered to be a small portion only of the overall traffic associated with the ongoing development of Highview Estate

Development Engineer Response:

The comments provided in “a” to “f” above are opinion only as data has not been provided to justify these. Referring to “a” to “c” above, it is considered that drivers generally do not “time” themselves when driving two different routes to find out which one is quicker. Drivers choose a route that is desirable to them. A “rat route” is only used by drivers that are familiar with the area. There is no indication of the percentage of vehicles driving to the shops and centre of town before travelling to the Highview Estate. There is also no indication of the percentage of local residents and visitors travelling to and from Highview Estate. The comment on a navigation system is opinion based as the stages 9 to 12 of Highview Estate have not been developed. Similarly, “e” and “f” are also opinion based.

Planning Officer Response:

The statements provided by the applicant above are merely an opinion with no analysis of evidence collected to demonstrate their validity. There are a number of assumptions made above that have been refuted in the submissions received for the application from residents who live in the local area and can comment on their behaviours and those behaviours they have observed in visitors to the area.

There is no evidence that most visitors will go to the local shopping precinct before they arrive at their accommodation. No consideration has been given as to the patterns that may be exhibited by summer visitors to Jindabyne who are not accessing the ski fields. How will their pattern of behaviour differ from winter visitors who the applicant contends will only be going to and from their accommodation and the ski fields with no deviation to other parts of Jindabyne. With respect

to those winter visitors the applicant has stated that “For visitors who use these lots associated with the snow fields, the snowfields are located west of Highview Estate and as such will use Barry Way to access Highview Estate.” there has been no analysis undertaken to demonstrate that this is the case, and that a portion of visitors do not go into Jindabyne township before they attend the ski fields.

Consideration of Submissions:

A full copies of the redacted submissions are included as attachments to this report, with numbers corresponding to those in the table below.

Total Number of submissions	6
Number objecting	6
Sub No.	Issues Raised
1	<ul style="list-style-type: none"> • The developer bases proposal on conjecture, supposition and assumptions with little or no concreted evidence justify the proposal • What the developer does not mention is that to access these roads all traffic has to travel down Rawson Street. In other words if Rawson street is blocked for any reason, there will in fact be no access to the houses further down that road. • Concerns with numbers of vehicles in each dwelling will exceed that which is used in modelling for a dual occupancy as the properties in the area are used for holiday purposes. • Support Council's concerns in relation to residents in stages 9 to 12 and the rural residential estate. While there may not be significant bushland located at the sites of the stages mentioned, Jindabyne is surrounded on 3 sides by forest clad hills. This summer I was outside ready to defend our home on the worst of the days with ash-fall coming down from fires located many kilometres away from the town. If the bush much closer to town were to have significant wild-fires then no place in Jindabyne would be safe and the more exit points available for both firefighters and residents the better. If there is one thing that the 2020 NSW bushfires have taught us is that being prepared and planning for a worst-case scenario is far better than hoping we are not affected and being sorry at later stages for either loss of property or people. • Suggestion that the childcare centre "will not generate any significant additional traffic demands through the intersection of Jillamatong Street and Barry Way" is not substantiated with any evidence. The conjecture that "the vast majority of trips will be local" is in the developers own words a "consideration" only. • The information prepared by Seca Solutions had many unsubstantiated claims with few if any supporting hard facts or evidence backing up their claims. The claim that drivers must "STOP at Gippsland Street before turning into Jillamatong Street" is

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	<p>simply not correct. Because Gippsland Street is the major road, drivers travelling along it simply slow down before doing either a right or left hand turn into Jillamatong.</p> <ul style="list-style-type: none">• The supposed 18 second time difference between the two proposals is based upon cars travelling at the nominated speed in ideal conditions without any other traffic on the road.• Suggestion that using local roads with its many intersections will stop any "rat-running" is laughable.• Access by visitors upon arrival in town again is based on unsubstantiated or wrong information. I agree that if the sat-nav is set to "use main roads" then people will use Kosciuszko Road and Barry Way, however if the setting is on using the quickest route as my own is - then it will automatically take the vehicles via Munyang and Gippsland Streets to access Highview Estate. many visitors bring their own supplies with them, particularly for the first day or so staying in rented accommodation with kitchen facilities and that being the case, may drive straight to their accommodation rather than stocking up in town.• The statement that "the chances of people travelling to the Highview Estate utilising Munyang Street then Gippsland Street to connect to Jillamatong Street is remote" is incorrect as it is the current situation used to access to the subdivision.
2	<ul style="list-style-type: none">• The report from SECA Solutions presents a very incomplete picture of the situation, and in some cases, inaccurate information. The report never states the date and time of day of the test drives.• The report incorrectly claimed that drivers on Gippsland must stop before turning into Jillamatong Street.• Another incorrect claim is that the one single stop sign and 5 left turns are enough to discourage drivers from using the rat run from Munyang up Gippsland and into Jillamatong to access Highview from Kosciuszko Road.• One more example of error: the report claims visitors drive first to the town centre or Nuggets to stock up on supplies before driving to their holiday home in Highview, via Kosciuszko Road and Barry Way, and do not use the rat run via Munyang and Gippsland. With a holiday home right next door, I see personally that has not been the case.• Traffic congestion on the Kosciuszko Road to the Barry Way roundabout and in Gippsland Street is an problem• Coming home from out of town, during peak season, if you want to access Highview coming from the dam wall, the only realistic choice is Munyang — Gippsland — Jillamatong, and similar for exiting the town (or even just going to Nuggets to get groceries at Woolworths).• The current roads are inadequate already for parts of the year; why would we consider reducing planned infrastructure when the stated aim of Go Jindabyne is to increase road use for more periods during the year? It does not make any sense at all.

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	<ul style="list-style-type: none"> • It is assumed by SECA without proof that the traffic generated by the proposed childcare centre will be minimal and will be coming from within (not from outside) Highview. Looking at the traffic around the two childcare centres I'm familiar with (Bent Street and Poley Cow Lane) is all the evidence I need to say SECA is incorrect. Traffic will come from many places, and will greatly increase during peak times. Barry Way, already congested during much of the day, cannot be allowed as the only "non-rat-run" access to Highview and Rural Residential estates. • The SECA information assumes the rat-run access (one of only two road accesses proposed by the developer for the 2 large developments) is not used by tourists. The 2003 Plan for Jindabyne had already stated that lower Gippsland Street cannot sustainably take any more traffic, yet that continues to occur as development increases. They can't have it both ways: either the rat-run and lower Gippsland are NOT designed to be formal access to Highview, meaning the yet-to-be-built access to Barry Way is the ONLY access for Highview, or else the rat-run IS an access for Highview, and adding considerably to the congestion and danger in lower Gippsland Street. • Increased demand from the Go Jindabyne project and higher density uses will impact on the road network. • Current streets in the Highview Estate are too narrow for current needs and cause conjunction issues.
3	<ul style="list-style-type: none"> • Does not agree with the statement "there is no evidence to substantiate why this road would be blocked" in relation to the one access road from the later stages of the estate and the rural residential development. • Additional traffic more than that which has been considered in the traffic report is a concern. • Using Gippsland Street and Jillamatong Street as rat running: This is already happening right now and with more and more houses to be added in upcoming Highview Estate stages will only get much worse! • Google maps guides me through Muryang Str., Gippsland Street and Jillamatong to / from Highland Estate to Kosciusko Road - not via Barry Way! Each and every time! I would think that these days many people use Google maps, more and more cars run on Android Google and therefore even tourists (which are not locals) are guided by the navigation system to do what the consultant calls "rat run". • assumption that people would first drive to the shopping centre in Jindabyne town before driving to their holiday house. This is not the submitters experience as tourist often arrive late to Jindabyne after the shops are closed
4	<ul style="list-style-type: none"> • SECA Solutions — a major source of information used by the developer to support his insistence that the Kosi Road access is unnecessary — is paid by the developer to achieve a certain outcome Those who live locally know some of the information provided in their report is inaccurate. • Even when traffic is not at a complete standstill, it is often so busy that a right turn onto Barry Way from Reedy's Cutting is a much slower choice to access the town (or

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	<p>leave town) than using the rat run. Barry Way frequently carries more traffic than is safe. The traffic at the roundabout backs up well past Nettin Circuit. It's well known in the area that at certain times one must leave home up to half an hour or more early in order to get through that congestion in time to make appointments etc. This was not even mentioned in the "research" done by SECA.</p> <ul style="list-style-type: none"> • assumed by SECA without proof that the traffic generated by the proposed childcare centre will be minimal and will be coming from within (not without) Highview. • Times listed for the routes described in the traffic report are a concern as they would not have been carried out in peak traffic. • Go Jindabyne is a state initiative that intends to promote a doubling (or more) of growth in the area, both in permanent residents and in tourist visitation. The region is already suffering traffic problems regularly during the year. Planning a major housing development catering for both permanent residents and tourists without planning adequate road infrastructure is a recipe for safety and economic failure. • The recent bushfire crisis on the south coast is a good illustration of what happens when development is allowed with insufficient road access. Many stories abound of how people were unable to exit quickly and safely from the disaster as roads quickly became choked. • the current streets in Highview Estate are too narrow. Parking is allowed both sides of the streets. At times, vehicles travelling in opposite directions cannot safely pass each other, but must give way and allow oncoming traffic through before proceeding.
5	<ul style="list-style-type: none"> • a major source of information used by the developer to support his insistence that the Kosciuszko Road access is unnecessary — is paid by the developer to achieve a certain outcome. Those who live locally know some of the information provided in their report is inaccurate. • Concerns with current traffic congestion in Jindabyne • Concerns with the traffic generation assumptions made regarding the proposed child care centre adjacent to the Barry Way. • Go Jindabyne will have an impact on the current road network • Bushfires are a concern with developments that only have one way in and out. • Current roads within Highview are not adequate and will be negatively impacted by the removal of the proposed intersection.
6	<ul style="list-style-type: none"> • lack of access to this "suburb". Council needs to ensure pedestrian paths are completed before the installation of the road junction at the Barry Way/Jillamatong junction. • In this application, the Barry Way/Jillamatong intersection is mentioned. The plans for this have not yet been made available, but I hope that the plans show the inclusion of a right turn lane from the Barry Way south and a merging lane for right turners from Jillamatong • This application has some misconceptions that do not bear up to reality. The

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assumption of it being quicker to go from town via the Kosciuszko Road and Barry Way doesn't happen in reality.

Consideration of Submissions

The submissions raised concerns with the assumptions made in the applicant's traffic assessment and the justification for the review. These concerns are shared by Council officers, as they are not based on empirical evidence. The assumptions made in relation to the use of the local road network with specific reference to how tourist and visitors to the area behave and access the site is refuted by the submitters and they provide an alternative view based on their observations living in the local area.

The timing of the traffic assessment and the lack of transparency in the findings was also a theme evident throughout the submissions. The need for assessments to be carried out in high traffic volume times is a relevant concern.

The submissions demonstrate that there is a concern with the impact of the deletion of an additional alternative access to the subdivision will impact on the residential amenity the existing residents. They have raised concerns that the current road network is not adequate for the traffic generated by the properties already constructed in the estate.

Concerns have been raised regarding the possible implications of having only one exit/entrance to the later stages of the subdivision and the approved rural residential lots. Accidents blocking the road, potential bushfire impacts were some of the reasons provided in the submissions for incidents when the road could be blocked. Whilst the land is not mapped currently as bushfire prone, a revised bushfire prone land map which includes this land is currently waiting endorsement by the NSW RFS.

CONCLUSION

It is the opinion of Council's Development Engineer and Planning staff that the applicant has not provided adequate justification to demonstrate that there should be a change to the original position staff provided to Council on 19 December 2019. The removal of the condition requiring that the additional access point to a main road be constructed would lead to unreasonable residential amenity impact on existing and proposed residents.

As such, it is recommended that Council confirm its decision to approve the modification in part and refuse the deletion of conditions that relate to the intersection with Kosciuszko Road for the following reasons:

1. That the removal of the intersection between Kosciuszko Road and the stages 9-12 of Highview Estate will have an unreasonable impact on the surrounding local road network.
2. That the Kosciuszko Road intersection is required to adequately service the later stages of the Highview Estate by providing a second alternative access to the development from a main road.
3. That the deletion of conditions 61, 69 & 70 is not in the public interest as it will have a unreasonable impact on residential amenity of residents by increasing vehicular traffic through existing residential streets.
4. That condition 58 not be amended as it was contingent upon the approval of the deletion of condition 61.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

The submissions have raised a series of concerns regarding the impact the removal of the requirement of the intersection will have. It is considered that the intersection is required to adequately service the later stages of the Highview Estate by providing a second alternative access to the development from a main road. Without this intersection there will be an increase in the traffic on local roads, as Munyang Street will be the closest point to access the development when coming from the direction of the Jindabyne Dam Wall. The assumptions made about the behaviour of local residents and tourists in the reports provided are not evidence based and the local community who submitted objections to the development proposal describe an alternative view based on their local knowledge and observations. **2. Environmental**

It is considered that there will be minimal environmental impact.

3. Economic

Should the determination of MOD4028/2019 be confirmed then there would be minimal economic impact on Council as all infrastructure is required to be constructed by the applicant. However should the conditions requiring construction of the Kosciuszko Road intersection be deleted then the potential increase in traffic using local roads would increase their maintenance cost.

4. Civic Leadership

As the application was approved by the Council and not under delegated authority the Environmental Planning and Assessment Act 1979 requires that the decision of the review must be made by the Council. Council must determine the current application within 6 months of the date of the original determination. In this regard the application is to be determined by 19 June 2020. Caution needs to be exercised if a deferral is contemplated as the June Council Meeting would be the last opportunity to determine the subject application.



4 February 2020

Our ref: 6004

The General Manager
Snowy Monaro Regional Council
PO Box 714
COOMA NSW 2630

S8.2(1)(b) Application

**DA 00079/2007 (Mod 4009.2018) – Staged Subdivision Comprising 205 Lots at L23
DP 1227047, Lot 17 DP 1216242 & Lot 32 DP 1118132 Jillamatong Street,
Jindabyne**

Dear Sir

Further to my letter of 10 January 2020 the following information is provided in support of the application under Section 8.2(1)(b) of the Environmental Planning and Assessment Act to review the decision to refuse part of the S4.55 application relating to the abovementioned development consent.

The S4.55 application for modification of the existing development consent was approved by council on 19 December 2019 however the part of the application to amend the Masterplan for the proposed subdivision to delete the access to the proposed subdivision from Kosciuszko Road and to delete Condition 61, 69 & 70 as a result of the deletion of the access to Kosciuszko Road was not approved.

The reason for deleting the access to Kosciuszko Road is supported by information provided by SECA solutions, Traffic Engineers which indicates that there is no need to construct this access as the existing road network within the Highview Estate and within the locality is capable of carrying the traffic generated by the development within the subdivision.

The conditions of consent and the master plan relating to traffic and access within the Highview Estate has been amended on a number of occasions and has been an issue since the development was first proposed.

The most recent consent is the modification application MA2016/0002 which proposed a number of amendments to the subdivision including the deletion of the requirement to construct an intersection onto the Barry Way. The original Condition 58 was amended to include an alternative to the construction of the intersection being that the applicant could "undertake a comprehensive traffic study in consultation with Council officers' to determine what treatment if any is required to service current and future stages of the development. Should this option be exercised, the traffic study must be approved by Council".

The owner has committed to construct the intersection of Jillamatong Street and Barry Way from stage 8, to within 12 months of the release of the subdivision certificate for stage 7B and not to take the option of undertaking a traffic study. A construction certificate application is currently being prepared to construct this intersection. In this regard the owner is prepared to amend the conditions of the consent to amend Condition 58 to require the intersection of Barry Way and Jillamatong Street without the alternative to carry out a traffic study.

The report to council states that *"The removal of the intersection with the Kosciuszko Rd, whilst supported by the applicant's traffic modelling, would have the effect of creating a subdivision with only one entrance and exit point for the majority of the allotments."*

The fact is that all the lots within the subdivision would have access to two access points i.e. Barry Way and Gippsland Street via the existing access from Jillamatong Street.

The report also stated that

"Whilst the RMS is advising that it has no objection to the removal of condition 61 (Kosciuszko Road access) and associated conditions, it appears to have based this decision only on traffic modelling that related to the impact that the removal of the Kosciuszko intersection would have on the Barry Way roundabout (which is within the classified state road network). However, the RMS did not consider the impact upon the local and regional road and intersection network if the additional Kosciuszko Road intersection was not to be constructed, as these roads and intersections are the responsibility of Council."

Whilst the RMS have only assessed the impact on the regional road the traffic report which accompanied the application the traffic report also addresses the impact of the removal of the access to Kosciuszko Road on the local road network. This assessment indicated that the removal of the access would not result in an unacceptable impact on the existing local road network.

Concern has been raised by council officers in relation to residents in stages 9 to 12 and the approved rural residential estate, would have no way out of the subdivision should the main collector road which connects the early and later stages become blocked. There is no evidence to substantiate why this road would be blocked. The road is not within an area that is mapped as bushfire prone land or identified as flood prone land. The street when constructed would be a residential street with the only likely chance of the road being blocked would be as a result of a traffic accident. This could be cleared quickly thereby not impacting on existing traffic. The chances of this happening would be remote at best. The existing subdivision only has one access at present and this has not created any similar issues. Therefore, I believe there is no basis for this concern.

The report states "The traffic studies do not adequately address the traffic generated by higher density uses such as dual occupancy developments and merely assume that each allotment will be developed for single dwellings nor do they refer to the approved child care centre which will use the Barry Way for access."

This is not correct as the traffic report states the following *"To ensure a robust assessment of the proposed access onto Barry Way, it is assumed that all remaining lots (excluding the rural residential lots) could be developed as dual occupancy dwellings."*

The approved subdivision shall also result in the creation of two large residual lots, with a new childcare centre to be provided on one of these lots. Advice from the study team indicates that the balance of these lots could provide for an additional 28 dual occupancies, however these uses have been confirmed and are subject to a separate development application to Snowy Monaro Regional Council.

For the proposed childcare centre, it is considered that the vast majority of the traffic movements associated with this will be local trips from within the Highview Estate or diverted trips associated with parents dropping off or collecting their children when travelling to or from work. It is therefore considered this childcare centre will not generate any significant additional traffic demands through the intersection of Jillamatong Street and Barry Way."

The above results confirm that with a simple sign control, the intersection of Barry Way and Jillamatong Street shall, provide adequate capacity to accommodate the demands for traffic turning into and out of the Highview Estate during the seasonal winter peak periods. All movements can operate at the highest level of service (LoS A) with very minimal delays and queuing associated with the various turning movements.

Concern was also raised by council officers during the assessment process in relation to traffic travelling along Kosciuszko Road and utilising Gippsland Street to access the estate in lieu of Barry Way and Jillamatong Street. The following information was prepared by Seca Solutions traffic engineers and was submitted to council to address this issue.

- The route available for the rat-run would use Munyang Street then Gippsland Street to connect to Jillamatong Street. Based on a measure from google maps, this would provide a shorter distance for access to Highview Estate (3605m) as opposed to continuing along Kosciuszko Road and Barry Way (4296m). However, this route operates at the posted speed limit of 50 km/h for much of its route and requires drivers to STOP at Gippsland Street to turn into Jillamatong Street. Based on the travel distance and posted speed limit using this route will take a typical driver 251 seconds from the proposed removed access on Kosciuszko Highway to the Stage 9-10 for the development.
- Taking the alternate route via along Kosciuszko Road and Barry Way, the distance travelled is 4,296m but the majority of this route is posted at 60 km/h. This route will take the typical driver 269 seconds to drive, an additional 18 seconds over the shorter route.
- The local streets also have curves and gradients which will further discourage drivers from rat running. This route via the local streets also requires drivers to slow down and turn left at 5 separate intersections with one of these being a STOP control. This will further act as a deterrent for drivers to use this route;
- It is considered that most people visiting Highview Estate will look to continue along Kosciuszko Road to access the local shops and amenities provided in the centre of Kosciuszko. Visitors in particular will drive into the centre of town, stock up on supplies before then continuing to their houses and thereby avoid rat running along this local route. It is noted that using a navigation system for a visitor driver the preferred route chosen by the navigation system is via Kosciuszko Road and Barry Way;

-
- For visitors who use these lots associated with the snow fields, the snowfields are located west of Highview Estate and as such will use Barry Way to access Highview Estate.
 - It is considered that the only drivers who may choose to use this rat run route will be a percentage of the locals who are arriving into town from Cooma and this is considered to be a small portion only of the overall traffic associated with the on going development of Highview Estate

Based on this information the chances of people travelling to the Highview Estate utilising Munyang Street then Gippsland Street to connect to Jillamatong Street is remote.

In the circumstance it is considered that it is reasonable to delete the conditions of consent relating to the provision of an access to the subdivision from Kosciuszko Road.

Should you wish to discuss this matter or require any further information, please contact me.

Yours Faithfully



Tony Tuxworth



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Newcastle NSW 2300
Ph: (02) 4032 7979
admin@secasolution.com.au

7 May 2019

P0468c TT Highview Estate Jindabyne Sidra Modelling

Highview Estate Properties
C/o – Coastplan Consulting
P O Box 6179
Kincumber NSW

Attention: Graham Herbert

Dear Graham,

Proposed changes to access arrangements, Highview Estate, Jindabyne, NSW.

Further to your recent email, we have reviewed the comments provided by Roads and Maritime Services (RMS) in relation to the proposed changes to access for Highview Estate, Jindabyne (dated 4th March 2019) and further correspondence between 11th-16th April 2019. The proposed changes to the access arrangements seek to remove the condition of consent which requires construction of a new intersection off Kosciuszko Road, with construction of an additional development access on Barry Way, being an extension of Jillamatong Street.

The RMS has raised concerns regarding the potential impacts of these changes, which will see increased demands for vehicles accessing Barry Way, on the intersection of Barry Way with Kosciuszko Road, and has requested Sidra Intersection modelling to assess the impacts of traffic associated with the remaining stages of this development upon its overall operation and efficiency during the typical peak periods.

The following assessment summarised the key findings of this traffic modelling.

Background

The impact of the traffic associated with the project has been originally assessed as part of the development approval for the project, but the original assessment was completed in 2005. The access arrangements have changed and the traffic flows in this area may have increased since the original traffic assessment. The original assessment indicated that this roundabout would operate at a level of service of A with the traffic demands and the RMS have requested that this modelling be updated to reflect the current situation.

The four leg intersection of Kosciuszko Road and Barry Way is controlled by a dual circulating lane roundabout, which caters for all turning movements. The northern leg of this roundabout provides access to a boat ramp and car parking area, offering a single lane of travel in each direction. The other 3 legs all have 2 lane entry and 2 lane exit.

Recent works on Kosciuszko Road have seen the westbound merge to the west of this roundabout removed, with the dual westbound travel lanes extended to Alpine Way.

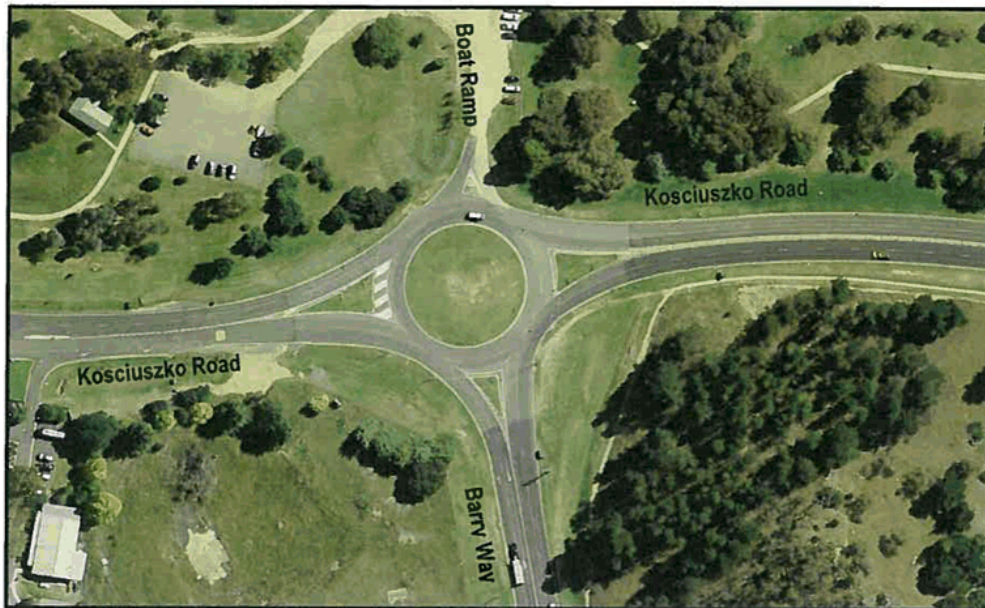


Figure 1 - Intersection of Kosciuszko Road / Barry Way (Source: Six Maps)

Existing Traffic Volumes

RMS has provided Seca Solution Pty Ltd with tube count data for both Kosciuszko Road and Barry Way, which was collected over a continuous period of 4 months covering the 2018 ski season between June 2018 and October 2018. Tube counters were installed on both the approaches and departures at the roundabout intersection of Kosciuszko Road and Barry Way.

The opening of the 2018 ski season coincided with the June long weekend, with snow fields at Perisher opening to the public on Thursday 7th June 2018 and closing on Friday 12 October 2018. Snow fields at Thredbo opening on Saturday 9th June and closed on Monday 1st October 2018.

NSW school holidays for Term 2 commenced on 6th July 2018 with school resuming on Monday 23rd July. The Term 3 holidays occurred between Friday 28th September and Monday 15th October.

With consideration to this, seasonal peak traffic demands would therefore coincide with the Term 2 school holidays at the beginning of the 2018 ski season. Peak hour traffic volumes for Saturday 14th June 2018 are summarised below for the morning (7am to 8am) and afternoon (5pm-6pm) peak periods.

Table 1 - Seasonal peak traffic demands at the intersection of Kosciuszko Road and Barry Road

Location	Direction	AM (8am-9am)	PM (5pm-6pm)
Kosciuszko Road (west of Barry Way)	Eastbound	72	1,554
	Westbound	1,577	190
	Two-way	1,649	1,744
Kosciuszko Road (east of Barry Way)	Eastbound	236	1,326
	Westbound	1,138	587
	Two-way	1,374	1,913
Barry Way	Northbound	689	326
	Southbound	93	843
	Two-way	782	1,169



Typical peak demands at other times of the year could be comparable to demands during October long weekend, which coincides with the school holidays at the end of the snow seasons. Peak demands for Saturday 6th October summarised below.

Table 2 - Typical peak traffic demands at the intersection of Kosciuszko Road and Barry Road

Location	Direction	AM (8am-9am)	PM (5pm-6pm)
Kosciuszko Road (west of Barry Way)	Eastbound	28	247
	Westbound	203	64
	Two-way	231	311
Kosciuszko Road (east of Barry Way)	Eastbound	129	347
	Westbound	178	201
	Two-way	307	448
Barry Way	Northbound	162	147
	Southbound	42	176
	Two-way	204	323

Traffic Distribution

The distribution of traffic through the intersection of Kosciuszko Road and Barry Way has been determined from video surveys completed at this intersection over several weekends between 12th September 2015 and 4th October 2015. These surveys suggest that the distribution of traffic through this intersection is generally consistent during the weekends within the peak ski seasons, however, experiences some variation throughout the year due to seasonal effects include reduced demands for traffic associated with the snow fields and Kosciuszko National Park.

Typical flow distributions through this intersection during the snow season (from surveys between 12th September 2015- 20th September 2015) are summarised below the morning peak period. Whilst no surveys were completed in the afternoon peak, it is assumed that the peak demands would be in the reverse direction compared to those during the morning peak.

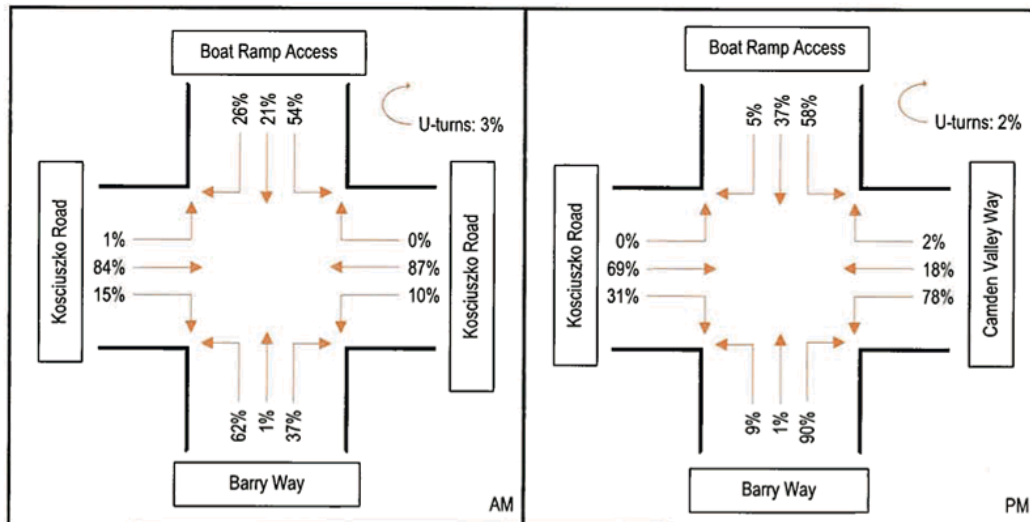


Figure 2 - Distribution of traffic through the intersection of Kosciuszko Road / Barry Way (seasonal peak)



The distribution of traffic through the intersection of Kosciuszko Road and Barry Way during the October long weekend (from surveys on 3rd-4th October 2015) are summarised below. As above, it is assumed that the peak demands would be in the reverse direction compared to those during the morning peak.

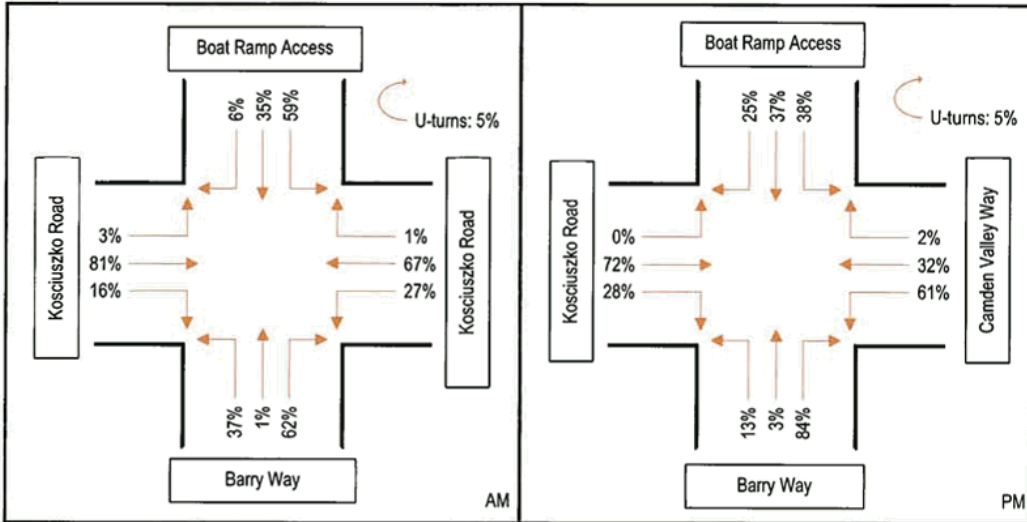


Figure 3 - Distribution of traffic through the intersection of Kosciuszko Road / Barry Way (typical peak, off-season).

Existing Intersection Operation

Applying the above traffic distributions and allowing for the 2018 surveyed traffic volumes, the operation of the existing roundabout intersection has been assessed using *Sidra Intersection 8* with the results summarised below.

Seasonal Peak (Ski Season)

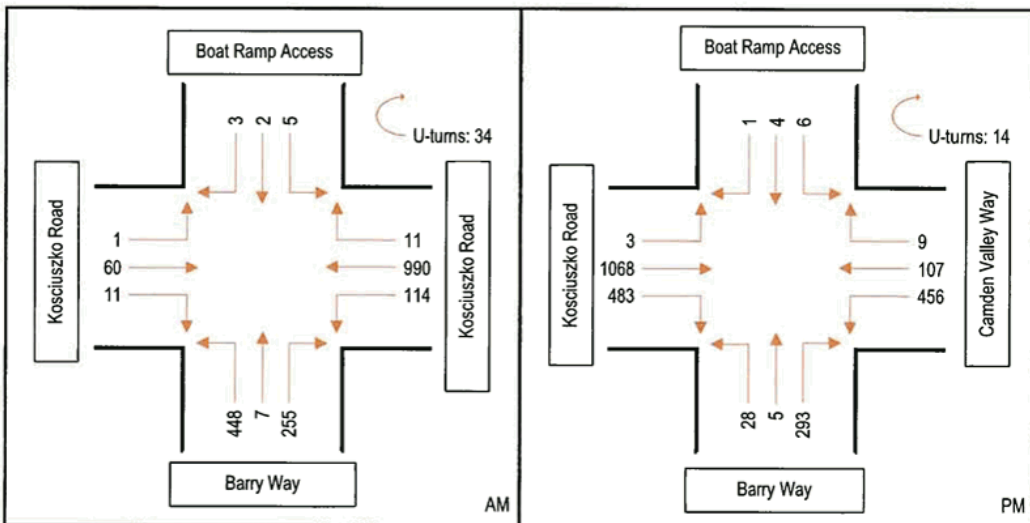


Figure 4 - Adopted peak hour traffic demands through the intersection of Kosciuszko Road / Barry Way (seasonal peak).



Table 3 - Sidra Results - Kosciuszko Road / Barry Way - 2018 Seasonal Peak (existing) - Results for AM/PM

Approach	Level of Service	Ave. Delay (s)	95% Queue (m)	Degree of Saturation
Barry Way	A / A	8.6 / 9.2	15.3 / 8.2	0.424 / 0.213
Kosciuszko Road (westbound)	A / A	3.3 / 5.8	15.9 / 22.2	0.369 / 0.436
Boat Ramp Access	A / A	4.9 / 8.0	0.3 / 0.8	0.010 / 0.024
Kosciuszko Road (eastbound)	A / A	4.9 / 7.1	1.2 / 37.5	0.028 / 0.597

The above results indicate that the roundabout intersection at Kosciuszko Road and Barry Way currently operates well with minimal delays and congestion during the peak season. All approaches currently provide an overall Level of Service A indicating that the existing intersection controls are operating well within their capacity.

Typical Peak (Off Season)

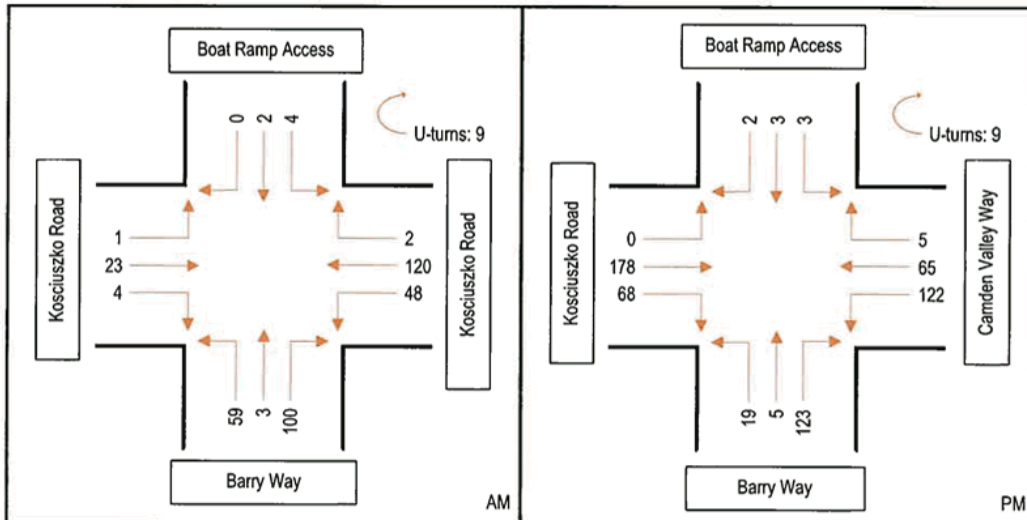


Figure 5 - Adopted peak hour traffic demands through the intersection of Kosciuszko Road / Barry Way (typical off-season peak).

Table 4 - Sidra Results - Kosciuszko Road / Barry Way - 2018 Typical Off-Season Peak (existing) - Results for AM/PM

Approach	Level of Service	Ave. Delay (s)	95% Queue (m)	Degree of Saturation
Barry Way	A / A	7.5 / 8.7	2.0 / 2.7	0.075 / 0.090
Kosciuszko Road (westbound)	A / A	3.5 / 3.9	1.7 / 2.7	0.059 / 0.085
Boat Ramp Access	A / A	3.3 / 4.6	0.2 / 0.2	0.006 / 0.008
Kosciuszko Road (eastbound)	A / A	4.2 / 5.2	0.3 / 3.1	0.009 / 0.084

The above results indicate that the roundabout intersection at Kosciuszko Road and Barry Way currently operates well within its capacity outside of the typical peak season, with very low delays and queuing on each approach.



Development Traffic

The proposed lot staging for the remainder of the development is provided in **Attachment A**, showing Stages 3 to 12. A review of aerial imagery using Nearmap indicates that the majority of residential lots for Stages 3 and 4 have been constructed and therefore flows associated with these stages would have been allowed for within the above modelling.

The remaining stages will see the construction of up to 180 new residential dwellings, with the following number of lots to be released within each stage:

Table 5 - Residential lots to be released in each stage.

Stage	Number of Lots
5	23
6	11
7A	12
7B	10
7C	13
8	7
9	8
10	13
11	36
12	25
Rural Residential	22
Total	180

Traffic Analysis

The RMS provides traffic generation rates for low density residential dwellings in regional areas:

- AM peak = 0.71 trips per dwelling
- PM peak = 0.78 trip per dwelling

It is noted these are the typical average weekday rates, with weekends generating lower demands. As such this is considered a conservative value for this assessment of the peak weekend traffic flows in the area. Based on the number of undeveloped lots outlined above the remainder of the development shall generate:

- 128 trips in the AM peak
- 140 trips in the PM peak

It is assumed that 90% of trips would be outbound during the morning peak and 90% inbound during the afternoon, consistent with the prior traffic assessment.

The majority of trips expected to have an origin/destination via Kosciuszko Road towards the Jindabyne Town Centre. Whilst there may be some demands for vehicles travelling south along Barry Way, or west towards Alpine Way for access to the snow fields and associated outdoor recreation, to ensure a conservative assessment of the traffic impacts, it is assumed that all traffic shall have an origin / destination east towards Jindabyne Town Centre.

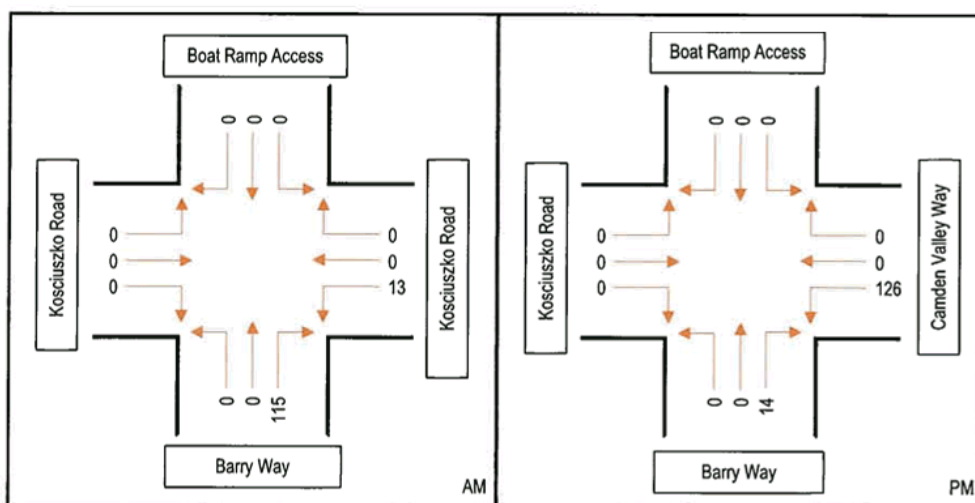


Figure 6 - Allocation of development traffic through the intersection of Kosciuszko Road and Barry Way.

Impact of Development Traffic

Sidra modelling has then been completed allowing for development traffic associated with the future stages of Highview Estate together with the above distributions. The results of this assessment are summarised below.

Table 6 - Sidra Results - Kosciuszko Road / Barry Way - 2018 Seasonal Peak (including future stages) - Results for AM/PM

Approach	Level of Service	Ave. Delay (s)	95% Queue (m)	Degree of Saturation
Barry Way	A / A	9.6 / 9.3	17.2 / 8.7	0.470 / 0.223
Kosciuszko Road (westbound)	A / A	3.3 / 6.5	16.6 / 34.3	0.374 / 0.557
Boat Ramp Access	A / A	5.3 / 8.2	0.3 / 0.8	0.011 / 0.025
Kosciuszko Road (eastbound)	A / A	5.4 / 7.3	1.4 / 38.8	0.031 / 0.603

Table 7 - Sidra Results - Kosciuszko Road / Barry Way - 2018 Typical Off-Season Peak (including future stages) - Results for AM/PM

Approach	Level of Service	Ave. Delay (s)	95% Queue (m)	Degree of Saturation
Barry Way	A / A	8.5 / 8.8	4.5 / 3.0	0.155 / 0.099
Kosciuszko Road (westbound)	A / A	3.5 / 3.7	1.9 / 5.6	0.063 / 0.167
Boat Ramp Access	A / A	3.6 / 4.6	0.2 / 0.2	0.006 / 0.008
Kosciuszko Road (eastbound)	A / A	4.5 / 5.2	0.4 / 3.2	0.010 / 0.085

The above results indicate that the additional traffic demands associated with future stages of the Highview Estate shall have a negligible impact upon the overall operation and efficiency of the roundabout intersection, with only minor increases to delays and queuing on each approach. The proposed access arrangements will not see any change to the existing level of service on any approach.



Background Growth

The intersection was then modelled allowing for 3% background growth on both Kosciuszko Road and Barry Way to determine the capacity of this intersection to support future increases in local traffic for the 2028 design year. The rate of background growth is consistent with that adopted in the prior traffic assessment, giving 30% growth over 10 years.

The results of this assessment are summarised below both with and without development traffic.

Table 8 - Sidra Results - Kosciuszko Road / Barry Way - 2028 Seasonal Peak (without future stages) - Results for AM/PM

Approach	Level of Service	Ave. Delay (s)	95% Queue (m)	Degree of Saturation
Barry Way	A / A	11.0 / 9.4	29.4 / 12.4	0.600 / 0.287
Kosciuszko Road (westbound)	A / A	3.3 / 9.9	24.8 / 60.4	0.482 / 0.699
Boat Ramp Access	A / A	5.3 / 13.6	0.4 / 2.2	0.014 / 0.056
Kosciuszko Road (eastbound)	A / A	5.3 / 13.3	1.8 / 111.2	0.040 / 0.837

Table 9 - Sidra Results - Kosciuszko Road / Barry Way - 2028 Typical Off-Season Peak (without future stages) - Results for AM/PM

Approach	Level of Service	Ave. Delay (s)	95% Queue (m)	Degree of Saturation
Barry Way	A / A	7.6 / 8.8	2.8 / 3.8	0.099 / 0.118
Kosciuszko Road (westbound)	A / A	3.5 / 4.0	2.3 / 3.7	0.077 / 0.112
Boat Ramp Access	A / A	3.4 / 4.9	0.2 / 0.3	0.008 / 0.011
Kosciuszko Road (eastbound)	A / A	4.3 / 5.3	0.5 / 4.4	0.013 / 0.113

Table 10 - Sidra Results - Kosciuszko Road / Barry Way - 2028 Seasonal Peak (including future stages) - Results for AM/PM

Approach	Level of Service	Ave. Delay (s)	95% Queue (m)	Degree of Saturation
Barry Way	A / A	13.2 / 9.5	37.1 / 13.2	0.711 / 0.300
Kosciuszko Road (westbound)	A / B	3.3 / 18.3	26.3 / 132.8	0.488 / 0.894
Boat Ramp Access	A / A	5.9 / 14.1	0.6 / 2.3	0.016 / 0.058
Kosciuszko Road (eastbound)	A / A	6.1 / 14.2	2.4 / 119.2	0.047 / 0.848



Table 11 - Sidra Results - Kosciuszko Road / Barry Way - 2028 Typical Off-Season Peak (without future stages) - Results for AM/PM

Approach	Level of Service	Ave. Delay (s)	95% Queue (m)	Degree of Saturation
Barry Way	A / A	8.6 / 8.9	6.2 / 4.2	0.206 / 0.131
Kosciuszko Road (westbound)	A / A	3.5 / 3.8	2.5 / 8.0	0.082 / 0.221
Boat Ramp Access	A / A	3.9 / 4.9	0.2 / 0.3	0.009 / 0.011
Kosciuszko Road (eastbound)	A / A	4.8 / 5.4	0.5 / 4.5	0.014 / 0.114

The above results demonstrate that allowing for traffic associated with the future stages of Highview Estate together with potential increases in local traffic associated with ongoing growth along Barry Way and Kosciuszko Road, the existing intersection controls shall continue to operate to an acceptable standard with minor increases in delays and queuing associated with this increased traffic.

Therefore, no upgrades shall be required at this intersection to support the additional traffic through this intersection associated with the proposed changes to the access arrangements for Highview Estate.

From a review of the road network, it is considered that the key intersection impacted upon by the proposed changes to Highview Estate is at the roundabout assessed above and that other intersections in the locality will continue to operate well. The extent of traffic associated with the project shall diminish (allowing for trip containment within Jindabyne) as you get further away from the site and hence the road network will have adequate capacity to cater for the project.

Conclusion

The above modelling indicates that the existing roundabout control at the intersection of Kosciuszko Road and Barry Way provides adequate spare capacity to support the potential increases in traffic associated with the future stages of Highview Estate, with no upgrades required to support the proposed changes to the approved access arrangements for this development.

Please do not hesitate to contact me on 4032 7979, should you have any queries.

Yours sincerely,



Shaun Lear

Traffic Engineer

C.C. Tony Tuxworth

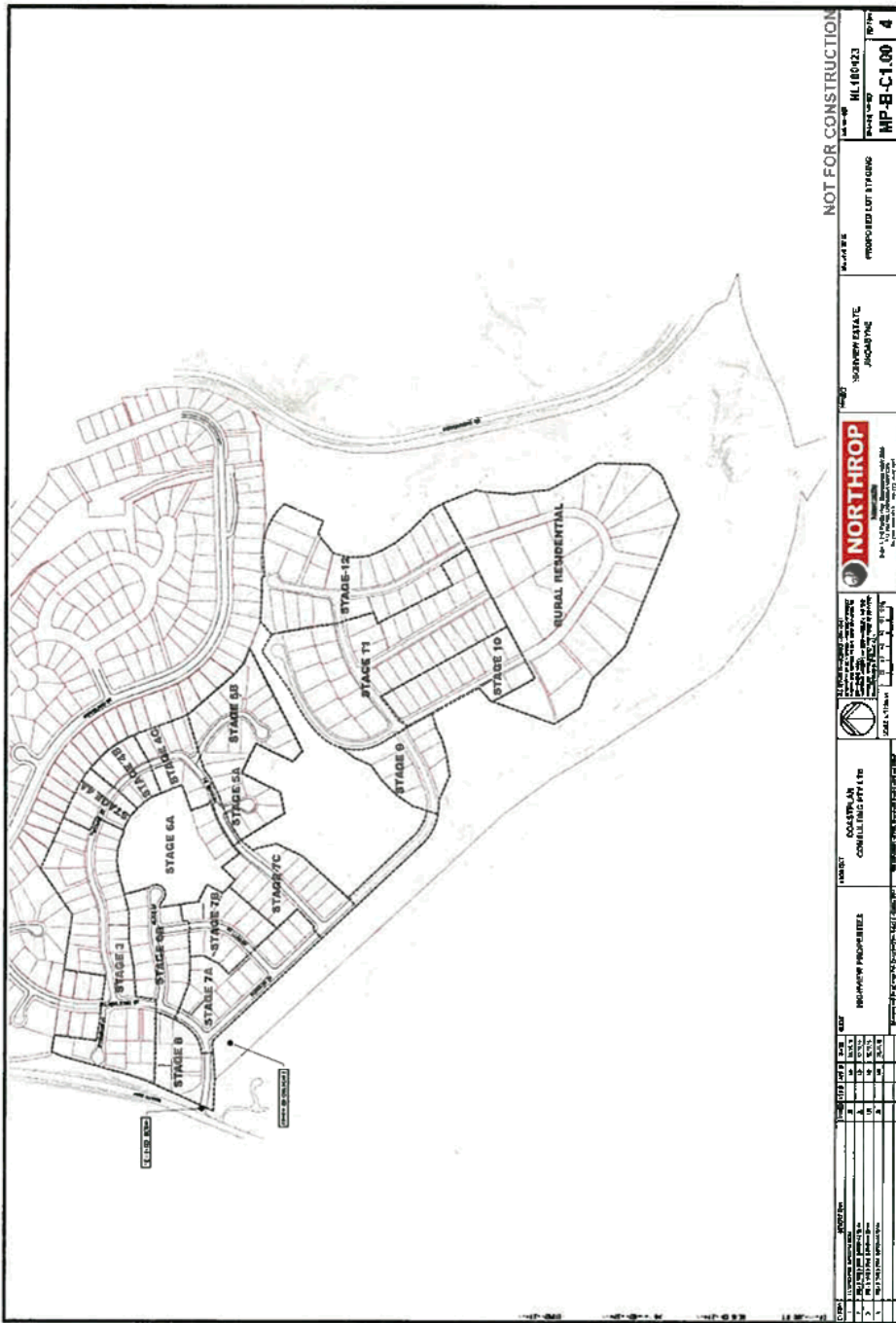
List of Attachments:

Attachment A: Site Staging Plan

Attachment B: Criteria for interpreting results of Sidra.



Attachment A – Subdivision Plan





Attachment B – Criteria for interpreting results of SIDRA

1-Level of Service (LoS)

LoS	Traffic Signals and Roundabouts	Give Way and Stop Signs
A	Good	Good
B	Good, with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	Satisfactory	Satisfactory, but requires accident study
D	Operating near capacity	Near capacity and requires accident study
E	At capacity, excessive delay: roundabout requires other control method	At capacity, requires other control mode
F	Unsatisfactory, requires other control mode or additional capacity	Unsatisfactory, requires other control mode

2-Average Vehicle Delay (AVD)

The AVD is a measure of operational performance of an intersection relating to its LoS. The average delay should be taken as a guide only for an average intersection. Longer delays may be tolerated at some intersections where delays are expected by motorists (e.g. those in inner city areas or major arterial roads).

LoS	Average Delay / Vehicle (secs)	Traffic Signals and Roundabouts	Give Way and Stop Signs
A	Less than 15	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	28 to 42	Satisfactory	Satisfactory but accident study required
D	42 to 56	Operating near capacity	Near capacity, accident study required
E	56 to 70	At capacity, excessive delays: roundabout requires other control mode	At capacity; requires other control mode
F	Exceeding 70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode

3-Degree of Saturation (D/S)

The D/S of an intersection is usually taken as the highest ratio of traffic volumes on an approach to an intersection compared with the theoretical capacity, and is a measure of the utilisation of available green time. For intersections controlled by traffic signals, both queues and delays increase rapidly as DS approaches 1.0. An intersection operates satisfactorily when its D/S is kept below 0.75. When D/S exceeds 0.9, queues are expected.



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24 January 2019

P0468A Highview Estate Access Review

Highview Estate Properties
C/o – Coastplan Consulting
P O Box 6179
Kincumber NSW

Attention: Tony Tuxworth

Dear Tony

Modification to Intersection Requirements, Highview Estate, Jindabyne, NSW

Further to our recent correspondence, we understand that a S4.55 application to modify the development consent for the above subdivision at Jindabyne has been submitted to Council. This seeks to amend the development consent for the project to remove the requirement to construct the intersection of Kosciusko Road and Road 9 to accommodate the balance of the remaining subdivision traffic and rather reinstate the intersection of Jillamatong Street and Barry Way (previously the subject of an application to determine whether it was required).

We have reviewed our prior report regarding intersection capacity and requirements for the Highview Estate in Jindabyne. This report was prepared to determine the capacity of the Barry Way / Reedys Cutting Road intersection and whether the subdivision required a second access onto Barry Way, being a new intersection of Jillamatong Street / Barry Way. The additional access was determined to not be required, with the Barry Way and Reedys Cutting Road intersection determined to have sufficient capacity to cater for the development based on the surveyed and predicted traffic flows.

We have also reviewed the traffic assessment originally prepared for this development by Bill Swan and Associates Pty Ltd dated November 2005. This initial report included a new access onto Kosciusko Road for the development.

The implementation of a second access will alleviate the pressure on intersections within the residential area, in particular the intersection of Gippsland Street and Jillamatong Street. The purpose of this assessment is to review the potential impact of this change to the road network and determine the impact upon the existing intersection of Barry Way and Reedys Cutting Road should an intersection be constructed and Jillamatong Street / Barry Way rather than onto Kosciusko Road.



Background

As part of our previous site work, Seca Solution collected traffic data at the intersection of Barry Way and Reedys Cutting Road on Saturday 22nd and Sunday 23rd August 2015 during the peak winter period. This traffic data was collected between 7:30 to 10:00 AM Saturday 22nd, 4:00 to 6:30 PM Saturday 22nd and between 7:00 and 8:00 AM Sunday 23rd August. A peak hour summary of the 3 separate survey periods is shown below:

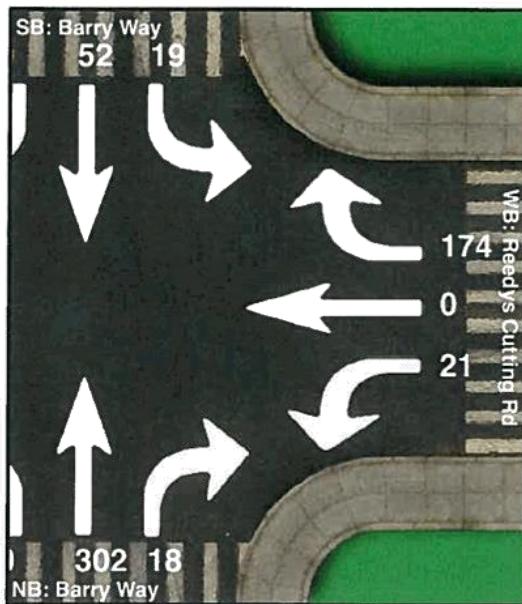


Figure 1 – Barry Way/Reedys Cutting Road AM peak hour Saturday 22nd August 2015

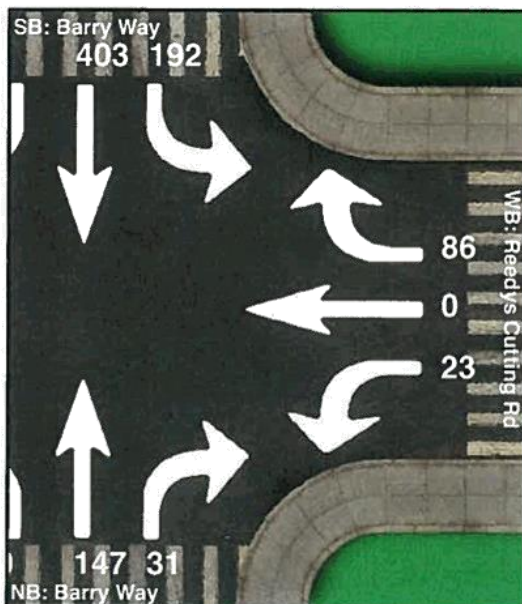


Figure 2 – Barry Way/Reedys Cutting Road PM peak hour Saturday 22nd August 2015

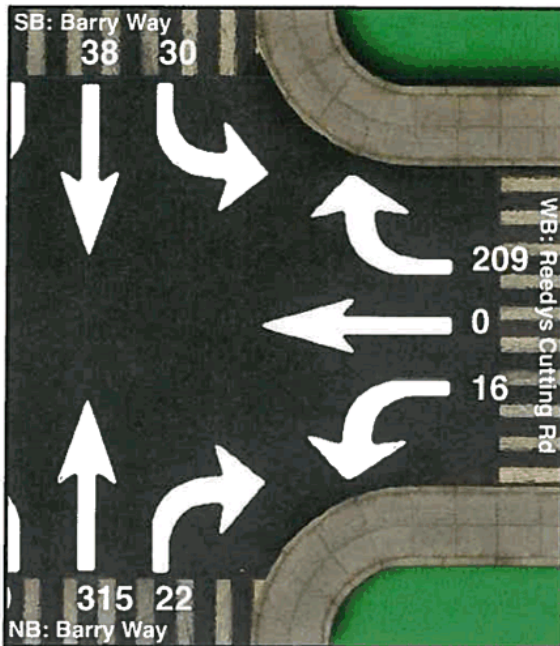


Figure 3 – Barry Way/Reedys Cutting Road AM peak hour Sunday 23rd August 2015

Existing Road Operation

Barry Way and Reedys Cutting Road

The operation of the intersection of Barry Way and Reedys Cutting Road was assessed using Sidra Intersection 8. The Sidra analysis was completed for the morning peak periods Saturday and Sunday as well as the Saturday afternoon peak period. In order to determine the traffic flows through to 2018, a background growth factor of 3% per annum was applied to each leg of the surveyed traffic flows from 2015. This rate is considered conservative given the relatively low development in the area and is consistent with the earlier assessment.

A summary of the results of the Sidra analysis is provided below.

Table 1 – Operation of Barry Way and Reedy Cutting Road 2018

Approach	Level of service (LoS)	Delay (seconds)	Queue (metres)
Barry Way south	A / A / A	0.4 / 3.0 / 0.4	1.2 / 4.0 / 1.5
Reedys Cutting Road	A / A / A	8.8 / 11.2 / 9.5	8.9 / 5.8 / 12.4
Barry Way north	A / A / A	1.5 / 1.8 / 2.4	0.0 / 0.0 / 0.0

Note: Sat AM / Sat PM / Sun AM results

It can be seen that the intersection currently operates at the highest LoS with minimal delays and queuing.



Development

The proposed lot staging for the remainder of the development is provided in Attachment A, showing Stages 3 to 12. A review of aerial imagery using Nearmap indicates that the majority of residential lots for Stages 3 and 4 have been constructed and would be reflected in the above Sidra analysis. The remaining stages consist of the following, based on the lot staging plan:

Stage	Number of Lots
5	23
6	11
7A	12
7B	10
7C	13
8	7
9	8
10	13
11	36
12	25
Rural Residential	22
TOTAL	180

This assessment has considered the balance of the development to be finalised and the impacts of this traffic on the intersection of Barry Way and Reedys Cutting Road, as well as the new intersection of Barry Way and Jillamatong Street.

Intersection Layout

The location of the proposed new access onto Barry Way was previously accepted by Council as part of the prior development approvals for the development.

The indicative layout for this intersection could be as per the existing Barry Way / Reedys Cutting Road intersection, which as per the Sidra analysis operates efficiently. A review of the accident data provided by the Centre for Road Safety website shows only 1 accident occurred at this intersection in the period between 2013 to 2017 indicating this intersection currently operates in a safe manner.

It is noted that the new intersection shall be located in close proximity to the speed limit change on Barry Way from 100km/hr to 60km/hr which shall be confirmed as part of the detailed design and subject to survey. It is recommended that the 60km/hr speed limit change be located to the south of the intersection to enable the intersection to be within the lower speed limit, supporting the safety of turning movements in/out. This may require an application to move the speed signage to the south slightly.

Traffic Analysis

The RMS provides traffic generation rates for low density residential dwellings in regional areas:

- AM peak = 0.71 trips per dwelling
- PM peak = 0.78 trip per dwelling

It is noted these are the typical average weekday rates, with weekends generating lower demands. As such this is considered a conservative value for this assessment of the peak weekend traffic flows in the area. Based on the number of undeveloped lots outlined above the remainder of the development shall generate:

- 128 trips in the AM peak
- 140 trips in the PM peak

Based on the layout of the subdivision the proposed new access shall provide the most direct route for drivers to access Barry Way for the vast majority of undeveloped lots.

From the original assessment for the project, completed by Bill Swan and Associates, 40% of the traffic associated with the development uses the intersection of Barry Way and Reedys Cutting Road. This was based on a different internal road layout, with the additional access onto Kosciusko Road included. For the prior works undertaken by Seca Solution (which assessed the Barry Way and Reedys Cutting Road intersection only) a 75% split of traffic using the intersection of Barry Way and Reedys Cutting Road was assumed based upon the experience of the study team, with all of this traffic assigned to turn right out of Reedys Cutting Road and left in only.

Given the revised internal road layout and location of the new access onto Barry Way, of the balance of the development traffic 90% has been assumed to access the external road network via the new intersection. The remaining 10% shall travel along Gippsland Street to the east with movements dispersed throughout the local road network. No additional movements have been assigned to travel via Reedys Cutting Road given the new intersection provides a more direct route, however this intersection has been assessed given there shall be additional through movements along Barry Way passing Reedys Cutting Road.

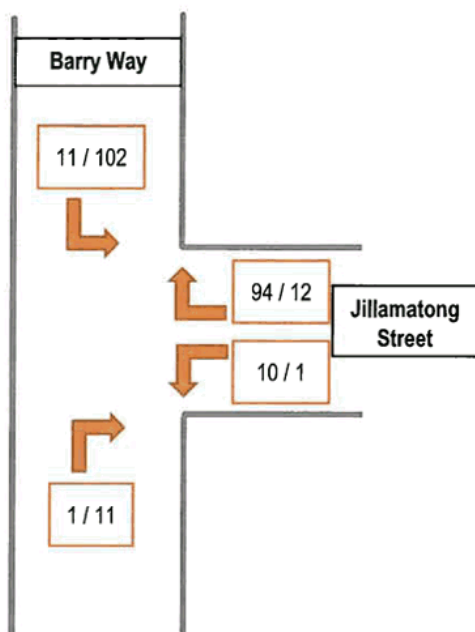
Allowing for 90% of the total trips to use the new intersection gives:

- 116 trips in the AM peak
- 126 trips in the PM peak

It has been assumed that 90% of trips would be outbound in the AM peak (10% inbound) with the reverse pattern occurring in the PM peak. This is consistent with the prior assessment undertaken, giving:

- 12 inbound / 104 outbound in the AM peak
- 113 inbound / 13 outbound in the PM peak

Based on the surveyed distribution of traffic at the intersection of Barry Way/Reedys Cutting Road, an origin/destination for the new intersection of 90% to/from the north along Barry Way and 10% to/from the south has been applied. The above gives the following distribution of traffic at the intersection of Barry Way and Jillamatong Street:



Sidra Assessment

Barry Way and Jillamatong Street

The traffic generation outlined above was added to the current two-way flows along Barry Way in order to assess the operation of the proposed intersection of Barry Way and Reedys Cutting Road. The 2018 two way flows along Barry Way were taken from the Sidra model for the existing 2018 operation of Barry Way and Reedys Cutting Road. The results of the Sidra Analysis is provided below:

Table 2 – Operation of Barry Way and Jillamatong Street, current 2018 flows with development

Approach	Level of service (LoS)	Delay (seconds)	Queue (metres)
Barry Way south	A / A / A	0.0 / 0.9 / 0.0	0.1 / 1.3 / 0.1
Jillamatong Street	A / A / A	8.7 / 11.6 / 8.7	4.1 / 0.7 / 4.1
Barry Way north	A / A / A	0.6 / 1.0 / 0.8	0.0 / 0.0 / 0.0

Note: Sat AM / Sat PM / Sun AM peak winter results

The results in Table 2 demonstrate that the intersection of Barry Way and Jillamatong Street can operate at the highest LoS allowing for the turning movements associated with the development.

The intersection of Barry Way and Jillamatong Street was then assessed for the future design year of 2028, allowing for background growth. A background traffic growth factor of 3% per annum was applied to all movements at the intersection, on top of the current flows, inclusive of the balance of the development flows from Highview Estate. This will ensure a robust analysis. The results of the Sidra analysis are provided below.

Table 3 – Operation of Barry Way and Jillamatong Street, 2028 flows

Approach	Level of service (LoS)	Delay (seconds)	Queue (metres)
Barry Way south	A / A / A	0.0 / 1.3 / 0.0	0.1 / 2.5 / 0.1
Jillamatong Street	A / A / A	10.7 / 15.7 / 10.7	6.8 / 1.3 / 6.8
Barry Way north	A / A / A	0.6 / 1.0 / 0.8	0.0 / 0.0 / 0.0

Note: Sat AM / Sat PM / Sun AM peak winter results



The above results, projected for the future design year of 2028 i.e. plus 10 years, demonstrate that the intersection of Barry Way and Jillamatong Street shall operate to an acceptable level with spare capacity to cater for additional traffic associated with the balance of the development of Highview Estate.

Barry Way and Reedys Cutting Road

The additional movements through the intersection of Barry Way and Reedys Cutting Road generated by the new intersection flows have been assessed for the 2018 flows with development, as well as for the design year of 2028.

Table 4 – Operation of Barry Way and Reedys Cutting Road, 2018 flows including development flows

Approach	Level of service	Delay (seconds)	Queue (metres)
Barry Way south	A / A / A	0.3 / 3.8 / 0.3	1.4 / 5.5 / 1.7
Reedys Cutting Road	A / A / A	11.1 / 14.3 / 12.2	12.8 / 8.3 / 17.5
Barry Way north	A / A / A	1.3 / 1.6 / 2.1	0.0 / 0.0 / 0.0

Note: Sat AM / Sat PM / Sun AM peak winter results

The results above demonstrate that the intersection of Barry Way and Reedys Cutting Road can continue to operate at the highest LoS allowing for the additional through movements along Barry Way associated with the implementation of the new access to the south.

The intersection of Barry Way and Reedys Cutting Road was then assessed for the future design year of 2028, allowing for background growth. A background traffic growth factor of 3% per annum was applied to all movements at the intersection, on top of the above scenario being current flows plus development. This will ensure a robust analysis. The results of the Sidra analysis are provided below.

Table 5 - Operation of Barry Way and Reedys Cutting Road, 2028 flows

Approach	Level of service	Delay (seconds)	Queue (metres)
Barry Way south	A / B / A	0.3 / 6.9 / 0.4	2.0 / 12.5 / 2.5
Reedys Cutting Road	B / B / B	17.6 / 27.0 / 23.0	28.0 / 19.9 / 44.6
Barry Way north	A / A / A	1.3 / 1.6 / 2.1	0.0 / 0.0 / 0.0

Note: Sat AM / Sat PM / Sun AM results

The above results, projected for the future design year of 2028 i.e. plus 10 years, demonstrate that the intersection of Barry Way and Reedys Cutting Road will continue to operate to an acceptable level with spare capacity to cater for additional traffic associated with the balance of the development of Highview Estate. This is catering for 30% background growth for all movements across this period, which as discussed is highly conservative for the area.

Impact on Other Intersections

The addition of a secondary access to the external road network for the subdivision shall alleviate any future traffic impacts on the Gippsland Street / Jillamatong Street intersection associated with the balance of the subdivision development. Drivers shall be able to use the Jillamatong Street connection to Barry Way in lieu of the Reedys Cutting Road connection reducing overall traffic flows and enhancing the environment amenity of the residential streets. As such, there will be minimal change to the existing situation through this intersection as a result of the development. This intersection has been assessed previously and determined to operate to a satisfactory level.

The proposal to provide a second intersection on Barry Way is consistent with the Reedys Cutting Road intersection to the north and avoids the need to provide a new intersection on Kosciusko Road which is a state classified road carrying all westbound traffic into Jindabyne township.



Conclusion

The construction of a new intersection at Barry Way and Jillamatong Street has been assessed as an alternative to that initially proposed on the state classified Kosciusko Road. Based upon the analysis of the surveyed traffic flows (factored to give 2018 equivalent flows) and the traffic movements associated with the balance of the lots to be developed at Highview Estate, it is considered that this Barry Way access has the capacity to cater for the demands associated with the remainder of the development of Highview Estate.

A background growth factor of 3% per annum on all flows, including the development, ensures a robust assessment, with the intersection determined to operate with sufficient capacity allowing for the future design horizon (2028).

The impact of the additional traffic on the existing intersection of Barry Way and Reedys Cutting Road was also assessed, with this intersection to continue to have adequate capacity through to 2028 allowing for an absolute worst case of 3% growth per annum for all movements.

Based on this assessment it is therefore concluded that the previously proposed access onto Kosciusko Road is not required to service the development, with the provision of an additional access onto Barry Way providing residents with appropriate traffic distribution and connection to the external road network whilst supporting the environmental amenity of the residential streets.

Please feel free to contact our office on 4032 7979 should you have any queries.

Yours sincerely

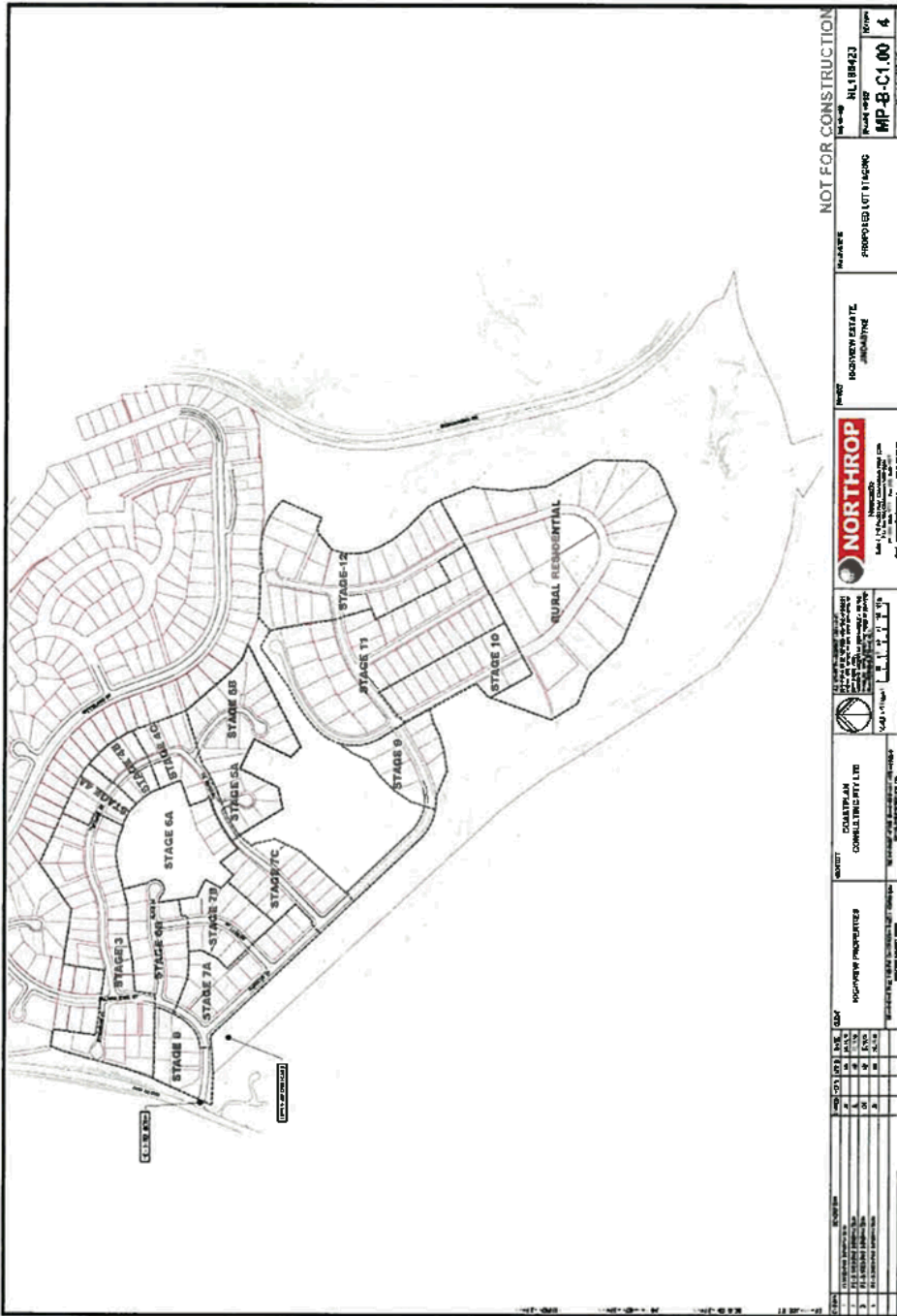


Tyler Neve
Traffic Engineer

- Attachment A – Site Staging Plan
- Attachment B – Sidra Results Criteria
- Attachment C – Sidra out put



Attachment A – Subdivision Plan





Attachment B – Criteria for interpreting results of SIDRA

1-Level of Service (LoS)

LoS	Traffic Signals and Roundabouts	Give Way and Stop Signs
A	Good	Good
B	Good, with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	Satisfactory	Satisfactory, but requires accident study
D	Operating near capacity	Near capacity and requires accident study
E	At capacity, excessive delay: roundabout requires other control method	At capacity, requires other control mode
F	Unsatisfactory, requires other control mode or additional capacity	Unsatisfactory, requires other control mode

2-Average Vehicle Delay (AVD)

The AVD is a measure of operational performance of an intersection relating to its LoS. The average delay should be taken as a guide only for an average intersection. Longer delays may be tolerated at some intersections where delays are expected by motorists (e.g. those in inner city areas or major arterial roads).

LoS	Average Delay / Vehicle (secs)	Traffic Signals and Roundabouts	Give Way and Stop Signs
A	Less than 15	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	28 to 42	Satisfactory	Satisfactory but accident study required
D	42 to 56	Operating near capacity	Near capacity, accident study required
E	56 to 70	At capacity, excessive delays: roundabout requires other control mode	At capacity; requires other control mode
F	Exceeding 70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode

3-Degree of Saturation (D/S)

The D/S of an intersection is usually taken as the highest ratio of traffic volumes on an approach to an intersection compared with the theoretical capacity, and is a measure of the utilisation of available green time. For intersections controlled by traffic signals, both queues and delays increase rapidly as DS approaches 1.0. An intersection operates satisfactorily when its D/S is kept below 0.75. When D/S exceeds 0.9, queues are expected.



Attachment C – Sidra Outputs

Barry Way /Reedys Cutting Road

MOVEMENT SUMMARY

Site: 1 [2018 Sat AM Barry Way/Reedys Cutting Road]

2018 Site Giveaway Design Life Analysis (Practical Capacity): Results for 3 years AM Category: Yield Saturday (None) (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Barry Way south												
2	T1	347	0.0	0.194	0.0	LOS A	0.2	1.2	0.03	0.03	0.03	59.6
3	R2	21	0.0	0.194	5.9	LOS A	0.2	1.2	0.03	0.03	0.03	57.9
Approach		367	0.0	0.194	0.4	NA	0.2	1.2	0.03	0.03	0.03	59.5
East: Reedys Creek Road												
4	L2	24	0.0	0.015	5.6	LOS A	0.1	0.4	0.07	0.55	0.07	53.4
6	R2	200	0.0	0.283	9.2	LOS A	1.3	8.9	0.56	0.80	0.59	50.7
Approach		224	0.0	0.283	8.8	LOS A	1.3	8.9	0.51	0.77	0.54	51.0
North: Barry Way north												
7	L2	22	0.0	0.021	5.5	LOS A	0.0	0.0	0.00	0.32	0.00	55.7
8	T1	60	0.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
Approach		81	0.0	0.021	1.5	NA	0.0	0.0	0.00	0.16	0.00	58.1
All Vehicles		672	0.0	0.283	3.3	NA	1.3	8.9	0.18	0.29	0.19	56.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



MOVEMENT SUMMARY

Site: 1 [2018 Sat PM Barry Way/Reedys Cutting Road]

2018 Site Giveway Design Life Analysis (Practical Capacity): Results for 3 years
 PM Category: Yield
 Saturday (None) (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Barry Way south													
2	T1	169	0.0	0.139	1.6	LOS A	0.6	4.0	0.29	0.12	0.29	57.2	
3	R2	36	0.0	0.139	9.7	LOS A	0.6	4.0	0.29	0.12	0.29	55.7	
Approach		204	0.0	0.139	3.0	NA	0.6	4.0	0.29	0.12	0.29	56.9	
East: Reedys Creek Road													
4	L2	26	0.0	0.018	5.9	LOS A	0.1	0.5	0.20	0.54	0.20	53.0	
6	R2	99	0.0	0.217	12.7	LOS A	0.8	5.8	0.68	0.87	0.70	48.3	
Approach		125	0.0	0.217	11.2	LOS A	0.8	5.8	0.58	0.80	0.60	49.3	
North: Barry Way north													
7	L2	220	0.0	0.178	5.6	LOS A	0.0	0.0	0.00	0.39	0.00	55.1	
8	T1	462	0.0	0.178	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1	
Approach		683	0.0	0.178	1.8	NA	0.0	0.0	0.00	0.19	0.00	57.7	
All Vehicles		1012	0.0	0.217	3.2	NA	0.8	5.8	0.13	0.25	0.13	56.4	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2018 Sun AM Barry Way/Reedys Cutting Road]

2018 Site Giveway / Design Life Analysis (Practical Capacity): Results for 3 years
 AM Category: Yield
 Sunday (None) (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Barry Way south												
2	T1	361	0.0	0.205	0.0	LOS A	0.2	1.5	0.03	0.04	0.03	59.5
3	R2	25	0.0	0.205	5.9	LOS A	0.2	1.5	0.03	0.04	0.03	57.9
Approach		387	0.0	0.205	0.4	NA	0.2	1.5	0.03	0.04	0.03	59.4
East: Reedys Creek Road												
4	L2	18	0.0	0.011	5.6	LOS A	0.0	0.3	0.03	0.56	0.03	53.5
6	R2	240	0.0	0.345	9.8	LOS A	1.8	12.4	0.59	0.85	0.70	50.2
Approach		258	0.0	0.345	9.5	LOS A	1.8	12.4	0.55	0.83	0.65	50.4
North: Barry Way north												
7	L2	34	0.0	0.020	5.5	LOS A	0.0	0.0	0.00	0.52	0.00	54.1
8	T1	44	0.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		78	0.0	0.020	2.4	NA	0.0	0.0	0.00	0.26	0.00	57.0
All Vehicles		723	0.0	0.345	3.9	NA	1.8	12.4	0.21	0.35	0.25	55.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2018 Sat AM Barry Way/Reedys Cutting Road with development]

2018 Site Giveway / Yield (Two-Way) AM Category: Saturday (None)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Barry Way south												
2	T1	464	0.0	0.255	0.0	LOS A	0.2	1.4	0.03	0.03	0.03	59.6
3	R2	22	0.0	0.255	6.0	LOS A	0.2	1.4	0.03	0.03	0.03	58.0
Approach		486	0.0	0.255	0.3	NA	0.2	1.4	0.03	0.03	0.03	59.6
East: Reedys Creek Road												
4	L2	25	0.0	0.016	5.6	LOS A	0.1	0.4	0.08	0.55	0.08	53.4
6	R2	211	0.0	0.364	11.7	LOS A	1.8	12.8	0.64	0.91	0.82	48.9
Approach		236	0.0	0.364	11.1	LOS A	1.8	12.8	0.58	0.87	0.74	49.4
North: Barry Way north												
7	L2	23	0.0	0.025	5.5	LOS A	0.0	0.0	0.00	0.28	0.00	56.0
8	T1	75	0.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
Approach		98	0.0	0.025	1.3	NA	0.0	0.0	0.00	0.14	0.00	58.4
All Vehicles		820	0.0	0.364	3.5	NA	1.8	12.8	0.18	0.28	0.23	56.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2018 Sat PM Barry Way/Reedys Cutting Road with development]

2018 Site Giveway / Yield (Two-Way) PM Category: Saturday (None)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV %				Vehicles	Distance				
		veh/h	v/c	v/c	sec		veh	m				km/h
South: Barry Way south												
2	T1	191	0.0	0.165	2.3	LOS A	0.8	5.5	0.34	0.12	0.34	56.5
3	R2	38	0.0	0.165	11.4	LOS A	0.8	5.5	0.34	0.12	0.34	55.0
Approach		228	0.0	0.165	3.8	NA	0.8	5.5	0.34	0.12	0.34	56.2
East: Reedys Creek Road												
4	L2	27	0.0	0.019	6.0	LOS A	0.1	0.5	0.26	0.55	0.26	52.8
6	R2	104	0.0	0.293	16.5	LOS B	1.2	8.3	0.77	0.94	0.91	46.0
Approach		132	0.0	0.293	14.3	LOS A	1.2	8.3	0.66	0.86	0.77	47.3
North: Barry Way north												
7	L2	232	0.0	0.215	5.6	LOS A	0.0	0.0	0.00	0.34	0.00	55.5
8	T1	594	0.0	0.215	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
Approach		825	0.0	0.215	1.6	NA	0.0	0.0	0.00	0.17	0.00	58.0
All Vehicles		1185	0.0	0.293	3.4	NA	1.2	8.3	0.14	0.23	0.15	56.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2018 Sun AM Barry Way/Reedys Cutting Road with development]

2018 Site Giveway / Yield (Two-Way) AM Category: Sunday (None)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Barry Way south												
2	T1	479	0.0	0.266	0.0	LOS A	0.2	1.7	0.03	0.03	0.03	59.6
3	R2	26	0.0	0.266	6.0	LOS A	0.2	1.7	0.03	0.03	0.03	58.0
Approach		505	0.0	0.266	0.3	NA	0.2	1.7	0.03	0.03	0.03	59.5
East: Reedys Creek Road												
4	L2	19	0.0	0.012	5.6	LOS A	0.0	0.3	0.05	0.56	0.05	53.5
6	R2	253	0.0	0.444	12.7	LOS A	2.5	17.5	0.67	0.96	0.96	48.3
Approach		272	0.0	0.444	12.2	LOS A	2.5	17.5	0.63	0.93	0.89	48.6
North: Barry Way north												
7	L2	36	0.0	0.024	5.5	LOS A	0.0	0.0	0.00	0.46	0.00	54.6
8	T1	58	0.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	59.3
Approach		94	0.0	0.024	2.1	NA	0.0	0.0	0.00	0.22	0.00	57.4
All Vehicles		871	0.0	0.444	4.2	NA	2.5	17.5	0.21	0.33	0.30	55.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2028 Sat AM Barry Way/Reedys Cutting Road with development]

2018 Site AM Category: Saturday (None)
 Giveway / Yield (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 10 years

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Barry Way south													
2	T1	603	0.0	0.333	0.0	LOS A	0.3	2.0	0.03	0.03	0.03	59.6	
3	R2	29	0.0	0.333	6.3	LOS A	0.3	2.0	0.03	0.03	0.03	58.0	
Approach		632	0.0	0.333	0.3	NA	0.3	2.0	0.03	0.03	0.03	59.5	
East: Reedys Creek Road													
4	L2	33	0.0	0.021	5.6	LOS A	0.1	0.6	0.10	0.54	0.10	53.3	
6	R2	274	0.0	0.625	19.0	LOS B	4.0	28.0	0.82	1.13	1.50	44.6	
Approach		307	0.0	0.625	17.6	LOS B	4.0	28.0	0.75	1.06	1.35	45.4	
North: Barry Way north													
7	L2	30	0.0	0.033	5.5	LOS A	0.0	0.0	0.00	0.28	0.00	56.0	
8	T1	97	0.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1	
Approach		127	0.0	0.033	1.3	NA	0.0	0.0	0.00	0.14	0.00	58.4	
All Vehicles		1066	0.0	0.625	5.4	NA	4.0	28.0	0.23	0.34	0.41	54.5	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2028 Sat PM Barry Way/Reedys Cutting Road with development]

2018 Site Giveway Design Life Analysis (Practical Capacity): Results for 10 years
 PM Category: Yield
 Saturday (None) (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Barry Way south												
2	T1	248	0.0	0.253	5.1	LOS A	1.8	12.5	0.48	0.13	0.56	53.9
3	R2	49	0.0	0.253	16.0	LOS B	1.8	12.5	0.48	0.13	0.56	52.6
Approach		297	0.0	0.253	6.9	NA	1.8	12.5	0.48	0.13	0.56	53.7
East: Reedys Creek Road												
4	L2	36	0.0	0.027	6.2	LOS A	0.1	0.7	0.30	0.56	0.30	52.7
6	R2	135	0.0	0.608	32.4	LOS C	2.8	19.9	0.92	1.11	1.49	38.3
Approach		171	0.0	0.608	27.0	LOS B	2.8	19.9	0.79	1.00	1.24	40.6
North: Barry Way north												
7	L2	301	0.0	0.279	5.6	LOS A	0.0	0.0	0.00	0.34	0.00	55.5
8	T1	772	0.0	0.279	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.0
Approach		1073	0.0	0.279	1.6	NA	0.0	0.0	0.00	0.17	0.00	58.0
All Vehicles		1541	0.0	0.608	5.4	NA	2.8	19.9	0.18	0.25	0.25	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2028 Sun AM Barry Way/Reedys Cutting Road with development]

2018 Site AM Category: Sunday (None) (Two-Way)
 Giveway / Yield
 Design Life Analysis (Practical Capacity): Results for 10 years

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Barry Way south												
2	T1	623	0.0	0.347	0.1	LOS A	0.4	2.5	0.04	0.03	0.04	59.5
3	R2	34	0.0	0.347	6.2	LOS A	0.4	2.5	0.04	0.03	0.04	57.9
Approach		657	0.0	0.347	0.4	NA	0.4	2.5	0.04	0.03	0.04	59.5
East: Reedys Creek Road												
4	L2	25	0.0	0.015	5.6	LOS A	0.1	0.4	0.06	0.55	0.06	53.5
6	R2	328	0.0	0.769	24.3	LOS B	6.4	44.6	0.89	1.32	2.14	41.9
Approach		353	0.0	0.769	23.0	LOS B	6.4	44.6	0.83	1.27	2.00	42.5
North: Barry Way north												
7	L2	47	0.0	0.032	5.5	LOS A	0.0	0.0	0.00	0.46	0.00	54.6
8	T1	75	0.0	0.032	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	59.3
Approach		122	0.0	0.032	2.1	NA	0.0	0.0	0.00	0.22	0.00	57.4
All Vehicles		1132	0.0	0.769	7.6	NA	6.4	44.6	0.28	0.44	0.64	52.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Barry Way/Jillamatong Street

MOVEMENT SUMMARY

Site: 1 [2018 Sat AM Barry Way/Jillamatong Street]

2018 Site Giveway / Yield (Two-Way) AM Category: Saturday (None)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Barry Way south												
2	T1	386	0.0	0.199	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
3	R2	1	0.0	0.199	6.0	LOS A	0.0	0.1	0.00	0.00	0.00	58.3
Approach		387	0.0	0.199	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
East: Jillamatong Street												
4	L2	11	0.0	0.007	5.6	LOS A	0.0	0.2	0.07	0.55	0.07	53.4
6	R2	99	0.0	0.149	9.1	LOS A	0.6	4.1	0.54	0.76	0.54	50.7
Approach		109	0.0	0.149	8.7	LOS A	0.6	4.1	0.49	0.74	0.49	51.0
North: Barry Way north												
7	L2	12	0.0	0.017	5.5	LOS A	0.0	0.0	0.00	0.21	0.00	56.6
8	T1	88	0.0	0.035	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		100	0.0	0.035	0.6	NA	0.0	0.0	0.00	0.07	0.00	59.2
All Vehicles		597	0.0	0.199	1.7	NA	0.6	4.1	0.09	0.15	0.09	58.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



MOVEMENT SUMMARY

Site: 1 [2018 Sat PM Barry Way/Jillamatong Street]

2018 Site Giveway / Yield (Two-Way) PM Category: Saturday (None)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Barry Way south												
2	T1	215	0.0	0.126	0.4	LOS A	0.2	1.3	0.09	0.03	0.09	59.2
3	R2	12	0.0	0.126	9.3	LOS A	0.2	1.3	0.09	0.03	0.09	57.6
Approach		226	0.0	0.126	0.9	NA	0.2	1.3	0.09	0.03	0.09	59.1
East: Jillamatong Street												
4	L2	1	0.0	0.001	5.8	LOS A	0.0	0.0	0.18	0.52	0.18	53.1
6	R2	13	0.0	0.029	12.0	LOS A	0.1	0.7	0.64	0.80	0.64	48.7
Approach		14	0.0	0.029	11.6	LOS A	0.1	0.7	0.61	0.77	0.61	49.0
North: Barry Way north												
7	L2	107	0.0	0.105	5.6	LOS A	0.0	0.0	0.00	0.32	0.00	55.7
8	T1	512	0.0	0.215	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.4
Approach		619	0.0	0.215	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.7
All Vehicles		859	0.0	0.215	1.1	NA	0.2	1.3	0.03	0.09	0.03	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2018 Sun PM Barry Way/Jillamatong Street]

2018 Site Giveway / Yield (Two-Way) AM Category: Sunday (None)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Barry Way south												
2	T1	407	0.0	0.210	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
3	R2	1	0.0	0.210	5.9	LOS A	0.0	0.1	0.00	0.00	0.00	58.3
Approach		408	0.0	0.210	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
East: Jillamatong Street												
4	L2	11	0.0	0.007	5.6	LOS A	0.0	0.2	0.06	0.55	0.06	53.5
6	R2	99	0.0	0.149	9.1	LOS A	0.6	4.1	0.54	0.76	0.54	50.7
Approach		109	0.0	0.149	8.7	LOS A	0.6	4.1	0.49	0.74	0.49	51.0
North: Barry Way north												
7	L2	12	0.0	0.013	5.5	LOS A	0.0	0.0	0.00	0.28	0.00	56.1
8	T1	65	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.5
Approach		77	0.0	0.027	0.8	NA	0.0	0.0	0.00	0.09	0.00	58.9
All Vehicles		595	0.0	0.210	1.7	NA	0.6	4.1	0.09	0.15	0.09	58.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2028 Sat AM Barry Way/Jillamatong Street]

2018 Site AM Category: Saturday (None) (Two-Way)
 Giveway / Yield
 Design Life Analysis (Practical Capacity): Results for 10 years

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Barry Way south												
2	T1	502	0.0	0.259	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
3	R2	1	0.0	0.259	6.2	LOS A	0.0	0.1	0.00	0.00	0.00	58.3
Approach		504	0.0	0.259	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
East: Jillamatong Street												
4	L2	14	0.0	0.009	5.6	LOS A	0.0	0.2	0.09	0.54	0.09	53.4
6	R2	129	0.0	0.240	11.2	LOS A	1.0	6.8	0.62	0.85	0.66	49.3
Approach		142	0.0	0.240	10.7	LOS A	1.0	6.8	0.57	0.82	0.60	49.6
North: Barry Way north												
7	L2	15	0.0	0.022	5.5	LOS A	0.0	0.0	0.00	0.21	0.00	56.6
8	T1	115	0.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		130	0.0	0.045	0.6	NA	0.0	0.0	0.00	0.07	0.00	59.2
All Vehicles		776	0.0	0.259	2.1	NA	1.0	6.8	0.11	0.16	0.11	57.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2028 Sat PM Barry Way/Jillamatong Street]

2018 Site Giveway Design Life Analysis (Practical Capacity): Results for 10 years

PM Category: Yield

Saturday (None) (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Barry Way south													
2	T1	279	0.0	0.170	0.8	LOS A	0.4	2.5	0.12	0.03	0.12	58.7	
3	R2	15	0.0	0.170	11.7	LOS A	0.4	2.5	0.12	0.03	0.12	57.1	
Approach		294	0.0	0.170	1.3	NA	0.4	2.5	0.12	0.03	0.12	58.6	
East: Jillamatong Street													
4	L2	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.21	0.52	0.21	53.0	
6	R2	16	0.0	0.055	16.5	LOS B	0.2	1.3	0.76	0.90	0.76	46.0	
Approach		18	0.0	0.055	15.7	LOS B	0.2	1.3	0.72	0.87	0.72	46.5	
North: Barry Way north													
7	L2	140	0.0	0.137	5.6	LOS A	0.0	0.0	0.00	0.32	0.00	55.7	
8	T1	665	0.0	0.279	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.4	
Approach		805	0.0	0.279	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.7	
All Vehicles		1117	0.0	0.279	1.3	NA	0.4	2.5	0.04	0.10	0.04	58.5	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [2028 Sun PM Barry Way/Jillamatong Street]

2018 Site Giveaway Design Life Analysis (Practical Capacity): Results for 10 years
 AM Category: Yield
 Sunday (None) (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Barry Way south												
2	T1	530	0.0	0.273	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
3	R2	1	0.0	0.273	6.0	LOS A	0.0	0.1	0.00	0.00	0.00	58.3
Approach		531	0.0	0.273	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
East: Jillamatong Street												
4	L2	14	0.0	0.008	5.6	LOS A	0.0	0.2	0.06	0.55	0.06	53.4
6	R2	129	0.0	0.241	11.3	LOS A	1.0	6.8	0.62	0.86	0.66	49.2
Approach		142	0.0	0.241	10.7	LOS A	1.0	6.8	0.57	0.83	0.60	49.6
North: Barry Way north												
7	L2	15	0.0	0.017	5.5	LOS A	0.0	0.0	0.00	0.28	0.00	56.1
8	T1	85	0.0	0.035	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.5
Approach		100	0.0	0.035	0.8	NA	0.0	0.0	0.00	0.09	0.00	58.9
All Vehicles		773	0.0	0.273	2.1	NA	1.0	6.8	0.11	0.16	0.11	57.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Enquiries Sophie Ballinger
Jindabyne Office
Our Ref Property Number 107740
MOD4028/2019



Coastplan Consulting
PO Box 6179
KINCUMBER NSW 2251

Notice of Determination and Statement of Reasons – Modification of Consent

Issued under the *Environmental Planning and Assessment Act 1979* (the 'Act')

Application Number	MOD4028/2019
Determination	Partial Consent
Approval Authority	Council
Council Resolution Number	458/19
Consent Endorsement Date	21/03/2007
Modification Endorsement Date	19/12/2019

Modification Approved in Part

Issued under Section 4.55 of the *Environmental Planning and Assessment Act 1979*

The modification of consent application described below has been considered by and Council and determined:

Approved Development	Staged Subdivision Comprising 205 Lots
Modification Applied for	Amend condition 58 Delete conditions 61, 69 & 7 relating to the Kosciuszko Entrance to the subdivision Amend conditions relating to the restaging of the subdivision
Modification Approved	Amend conditions relating to the restaging of the subdivision
Property Address	Jillamatong Street JINDABYNE NSW 2627
Legal Description	Lot 23 DP1227047, Lot 17 DP1216242 and Lot 32 DP1118132
Original DA No.	DA0079/2007
Cost of Works	-

MODIFIED DEVELOPMENT CONSENT has been granted in part and subject to the amended conditions detailed below.

Note: It is advised that this determination replaces the original determination. For ease of reference, all of the previous conditions have been re-listed. Those conditions amended or deleted have been indicated.

Reasons for Decision

Pursuant to Schedule 1 cl 20(1)(d)
The reasons for the decision were:

SNOWY MONARO
REGIONAL COUNCIL

1. The proposal adequately satisfies the application provisions and objectives of the Snowy River LEP 2013 and the Snowy River DCP 2013
2. The proposed development adequately satisfies the relevant State Environment Planning Policies.
3. The proposed development, subject to the conditions below, will have no unacceptable adverse impacts on the natural or built environments including the nearby local heritage items, the local waterways or drainage systems or the operation of the local road system. Further it is considered that developments of the subject site does not prevent future reasonable development of adjoining allotments
4. The application was notified in accordance with the Snowy River DCP 2013 and five submissions were received. The submission have been taken into consideration in determination the application..
5. In consideration of conclusions 1 – 4 above it is considered the proposed development is a suitable and planned use of the site and approval of the proposal is in the public interest.

GENERAL MATTERS

1. **Approved plans and documentation (Last Modified by MOD428/2019)**
The subdivision is to comply with DA0079/2007 as originally submitted to Council on 2/11/2006, except where varied by the following modifications MOD0067/2007, MOD0003/2008, MOD0016/2008, MOD0022/2009, MOD0013/2010, MOD0011/2012; MOD0028/2014; MOD0001/2016, MA2016/0002, MOD4009/2018, MOD4021/2019, MOD4028/2019 and the following amended plans and information, including:
 - (a) Subdivision Plan prepared by Peter Burns Survey Plan, Dwg. No. SB01 B being Annexure 'B' to the Applicants notice of motion filed on the 13 April 2007 in Land and Environment Court Proceedings No. 11254 of 2006;
 - (b) Development Plans prepared by Northrop Consulting Engineers, Job No. NW050042, Dwg. No's:
 - (i) C101 DA, Issue C, dated 05/04/2007;
 - (ii) C102 DA; Issue C, dated 05/04/2007;
 - (iii) C103 DA; Issue C, dated 5/04/2007;
 - (iv) C104 DA, Issue C, dated 05/04/2007;
 - (v) C113 DA; Issue B, dated 05/04/2007;
 - (vi) C114 DA; Issue B, dated 5/04/2007 (refer to conditions of the RTA),
 - (vii) Approved subdivision plan by Peter Williams Burns, dated 31/8/2007,
 - (viii) Approved subdivision plan (enlargement of proposed Public Reserve) by Peter Williams Burns, dated 31/8/2007, and
 - (c) Landscaping Plan prepared by Moir Landscape Architecture, Dwg. No. LP01, Issue 2, dated April 2007,
 - (d) Subdivision Plan prepared by AWP Group – Drawing No A01 rev D dated Nov 08.
 - (e) Amended Staging Plan (Stages 3-8) A-01 Revision I dated November 08
 - (f) Amended Staging Plan (Stages 4A-4C) A-01 Revision I dated November 08

SNOWY MONARO
REGIONAL COUNCIL

(stamped by Council MOD0011/2012, 28/2/2012)

- (g) Amended stage 4C plan –overall site plan (C4C-02, dated 1/05/14)
- (h) Amended Stage 4C proposed lot layout (C4C-04, dated 25/03/14)
- (i) Amended Staging Plan and Layout for former Stage 8 (Proposed Stage 5) (C8 – L00, Dated 23/07/2015)
- (j) Amended Stage 5 (Former Stage 8) Lot Layout (C8-L01, Dated 25/06/2015)
- (k) Amended Staging Plan and Lot Layout showing all 12 stages C6_DA1 Rev 2 (dated 9/09/2016) (added by MA2016/0002)
- (l) Amended Staging Plan and lot layout for stages 6,7 and 8 C6_DA2 Rev3 (dated 13/09/2016) (added by MA2016/0002)
- (m) Review of Intersection Capacity and Requirements Highview Estate Jindabyne prepared by SECA Solution Dated 4/12/2015 (added by MA2016/0002).
- (n) Amended Staging Plan and lot layout for stage 7 (7A, 7B and 7C) NL0705153 S7-96 (1) 6.9.17 (Added by MOD4009/2018)
- (o) Amended Staging Plan showing all lots within Highview Estate NL070153 MP7(1) 7.9.17. MOD4009/2018 does not approve the deletion of the Barry Way intersection as shown on this plan or the lot layout for the rural residential subdivision (which is not part of this development application) this plan is stamped only to show the approved staging of the development (MOD4009/2018)
- (p) Amended Staging Plan showing all lots within Highview Estate MP-B-C1.00 Revision 4 (MOD4028/2019), with the exception of the removal of the Kosciuszko Road intersection or the lot layout for the rural residential subdivision (which is not part of this development application). MOD4028/2019 approves only the amended staging as shown on the stamped plan.
as endorsed by the Snowy River Shire Council and Snowy Monaro Regional Council and attached to this Notice, except where amended by the following conditions.

2. Sequence of stages and construction of infrastructure (Last Modified by MOD4028/2019)

Each stage of the subdivision is to proceed in ascending numerical order in accordance with AMENDED staging plans 2A & 2B SB01 (dated 18/7/2007) and C104 DA (Issue C, dated 05/04/2007) and stages 4A, 4B (Revision I, Dated Nov 08) and C (C4C-02 dated 1/05/2014), stages 5A & 5B (C8 - L00, Dated 23/07/2015), stages 6, 7A, 7B, 7C (S7-96 Revision 1 dated 6/09/2017) and 8 (C6_DA2 Revision 3 dated 13/09/2016) and stages 9, 10,11 and 12 (MP-B-C1.00 Revision 4).

Any reference to a stage number in this consent is a reference to the stages shown in these plans. Any infrastructure works shown to be completed as a part of a stage are to be so completed, for example all related road and road intersection construction works. All works are to be completed at no cost to Council. Lot 208 may be developed as part of any stage.

3. Interpretation (Amended MOD4009/2018)

The words “future development” on approved plan C101 DA (Issue C, dated 05/04/2007) or the words “future residential” on approved plan LP01 (Issue 2, dated April 2007) are not to be construed as Council’s approval for the development of relevant land.

The area shown as 'Rural Residential' on approved plan MP7 Revision 1 7/09/2017 does not form part of this development approval.

PRIOR TO THE ISSUE OF A SUBDIVISION CONSTRUCTION CERTIFICATE FOR EACH STAGE OF THE SUBDIVISION

- 4. **Building Industry Long Service Levy**
Prior to the issue of a Construction Certificate for each stage, the Building Industry Long Service Levy is to be paid to Council in accordance with the provisions of Section 34 of the *Building and Construction Industry Payments Act 1986*. This fee is payable on all projects in excess of \$25,000 in value and is calculated at the rate of 0.2% of the current value of works.

- 5. **Bond (Amended by MOD0013/2010 and MOD4009/2018)**
The developer shall ensure that the bonds payable for each stage will be as follows:

A Safety and Restoration Bond of \$5000.00 and a non-refundable administration charge (as per Councils adopted fees and charges applicable at the date of payment) to be payable as per the following schedule:

Stage 3	payable prior to release of CC
Stage 4	prior commencement of works
Stage 5	payable prior to release of CC
Stage 6	payable prior to release of CC
Stage 7a,b,c	payable prior to release of CC
Stage 8	payable prior to release of CC
Stage 9	payable prior to release of CC
Stage 10	payable prior to release of CC
Stage 11	payable prior to release of CC
Stage 12	payable prior to release of CC

In order to guarantee the protection of public assets and performance of any work or use in the road reserve during construction and rectification of any defects in public works for twelve (12) months after construction (i.e. after construction is completed to Council's satisfaction), a defects liability bond must be paid to Council as follows:

A defects liability bond to the value of 5% of the cost of the contracted engineering construction works (plus a non-refundable administration charge as per Councils adopted fees and charges applicable at the date of payment) is payable prior to the release of the subdivision certificate for each stage. This bond will be retained by Council for a period of twelve (12) months commencing from the date that the works are accepted by Council as being "on-maintenance".

These bonds may be in the form of a cash bond or unconditional bank guarantee and are refundable upon written application and subject to an inspection 12 months after the works are accepted by Council as being "on-maintenance" for each stage.

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The Bank Guarantee:

- (a) Will only be accepted direct from the issuing bank;
- (b) Must have no expiry date; and
- (c) Must quote Council's reference number (DA 79/2007).

Should any restoration or defect rectification works exceed the value of the bond held, Council will undertake the works and issue an invoice for the recovery of such costs.

6. Stormwater Management Plan

Prior to the issue of a Construction Certificate for each stage, a detailed stormwater management plan (SWMP), prepared by a qualified practicing Civil Engineer and in accordance with the requirements of Snowy River Shire Council DCP W1 – Water Sensitive Urban Design, Snowy River Shire Council's DCP E2 – Erosion and Sediment Control and Council's Development Design and Construction Specifications, is to be submitted to and approved by Council.

The hydrology and hydraulic calculations are to be based on models described in the current edition of Australian Rainfall and Runoff. The SWMP is at least to include:

- (a) A silt arrestor/surcharge pit or other suitable drainage structure, within and adjacent to the property boundaries;
- (b) Details of the point of discharge; and
- (c) Method of connection to Council's stormwater drainage system.

7. Environmental Management Plan

(a) Prior to the issue of a Construction Certificate for each stage, an Environmental Management Plan (EMP) for the stage is to be submitted to Council for consideration and approval. Once approved this plan will form a part of this development consent. The EMP is to:

- (a) Address all environmental aspects of the development's construction and operational phases, and
 - (a) Recommend any systems/controls to be implemented to minimise the potential for any adverse environmental impact(s), and
 - (b) Incorporate a programme for ongoing monitoring and review to ensure that the EMP remains contemporary with relevant environmental standards.

The EMP should include but is not limited to the following:

- (i) Soil and water management
- (ii) Dust suppression
- (iii) Litter control
- (iv) Noise control
- (v) Waste management
- (vi) Dangerous/hazardous goods storage
- (vii) Emergency response and spill contingency.

The relevant aspects of the approved EMP are to be implemented during the relevant phase(s) of the development.

8. Stormwater drainage – inter-allotment system

The plan of subdivision for each stage shall include the creation of inter-allotment drainage easements as necessary to allow every lot to discharge stormwater runoff from roof and

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paved areas to a public road or a Council controlled drainage system. These easements shall be not less than 1 metre wide. Drainage works within these easements shall be designed and constructed in conformity with the standards set out in Council's Development Design and Construction Specifications.

9. Easements for services
Suitable easements for services shall be established as necessary to allow each lot to be connected to all normal urban utility services, including water supply, sewerage, electricity and telephone services.
10. Footpath construction strategy
Prior to the issue of a subdivision construction certificate for Stage 3, a footpath network strategy is to be prepared for the whole subdivision (stages 3-12). The strategy is to comply with relevant footpath related conditions of this development consent and Council's DCP.
11. Soil classification
Prior to the issue of a subdivision certificate for Stage 3, a geotechnical report detailing the classification of soil type generally found within the subdivision is to be provided to Council. A general classification for each lot within the whole subdivision (stages 3-12) shall be provided and such classifications are/shall be made by a geotechnical engineer in accordance with the provision of SAA AS 2870 "Residential Slabs and Footings".

DURING CONSTRUCTION

12. Prior to commencing any subdivision construction works
Prior to commencing any subdivision construction works, the following provisions of the *Environmental Planning and Assessment Act 1979* are to be complied with:
 - (a) A Construction Certificate is to be obtained in accordance with Section 81A(4)(a).
 - (b) A Principal Certifying Authority is to be appointed and Council is to be notified of the appointment in accordance with Section 81A(4)(b).
 - (c) Council is to be notified at least two (2) days in advance of the intention to commence subdivision works, in accordance with Section 81A(4)(c).
13. Pre-works commencement meeting
Prior to the commencement of subdivision works for each stage, the developer and contractor shall meet on site with Council's representative to review the scope of works, soil and water management control measures, and the inspection and testing regime. The developer or their representative shall make arrangements with Council for this meeting not less than seven (7) days in advance.
14. Approved certified plans and specifications to be available
During construction, a copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification are to be kept on the site for each stage of the development at all times during construction and are to be readily available for perusal by any authorised officer of the Council or the Principal Certifying Authority.

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15. Compliance certificate & inspections

During construction, pursuant to section 109C of the *Environmental Planning and Assessment Act 1979*, compliance certificates are to be obtained from Council or from an Accredited Certifier to demonstrate that relevant subdivision works have been completed in accordance with the following schedule. The subdivision works must be inspected either by Council's inspector or by an Accredited Certifier at each of the following stages of construction to confirm compliance with the standards set out in Council's Development Design and Construction Specifications.

- (a) After placement of all signs in accordance with the approved Traffic Control Plan;
- (b) After stripping of topsoil from roads and fill areas, all Soil and Water Management Plan controls shall be in place at this stage;
- (c) After completion of road sub-grade;
- (d) After placement of water service conduits prior to backfilling;
- (e) After placement and compaction of each layer of gravel pavement material;
- (f) During application of bitumen seal or asphaltic concrete wearing surface;
- (g) After laying and jointing of all stormwater pipelines prior to backfilling;
- (h) After laying and jointing of all water supply pipelines prior to backfilling;
- (i) After laying and jointing of all sewerage pipelines prior to backfilling;
- (j) During pressure testing of all water supply pipelines;
- (k) During pressure testing of all sewerage pipelines;
- (l) During testing of all sewer manholes;
- (m) After completion of works; and
- (n) As otherwise required to confirm that the works are satisfactorily executed and in conformity with environmental controls.

It should be noted that Council charges fees for inspections and Compliance Certificates. These fees must be paid prior to release of the Subdivision Certificate for each stage.

16. Owners Consent – neighbouring properties

Evidence of owners consent shall be submitted to Council prior to the issue of a construction certificate for any works proposed on any lot not part of this application.

17. Water sensitive urban design

Water sensitive urban design practices are to be adopted for Roads 3, 4, 5, & 7, and part roads 10 & 12 and the following are to be incorporated into the design requirements:

- (a) Water quality features are to be designed into the land development site and not rely on special end of pipe devices to strip pollutants and nutrients from stormwater prior to discharge;
- (b) The use of porous pavements, directing runoff over filter strips or grass swales in landscaped areas; and
- (c) Utilising landscaping as an integral part of stormwater quality management, maximising use of infiltration and stormwater re-use (e.g. rainwater tanks).

The applicant will submit to the PCA (i.e. Council or Private Certifier) a statement demonstrating compliance with the requirements of this condition prior to release of the Construction Certificate for each stage.

18. Footpath construction (all stages)

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The developer shall construct a concrete footpath for the entire length of one side of each road in accordance with the approved subdivision construction certificate plans. Footpaths should be located so as to link and network with each other and be constructed with a non-skid surface. Design and construction shall be in conformity with the standards specified in Council's Development Design and Construction Specifications to include the following:

- (a) Concrete pavement not less than 1.2 metres wide;
- (b) Minimum concrete thickness 75 mm; and
- (c) Minimum concrete strength grade 20 MPa.

19. **Road turning areas during stage completion (Amended by MA2016/0002, MOD4009/2018, MOD4028/2019)**

1. **Suitable 10 metre radius bitumen sealed vehicle turning areas are to be provided at street ends which connect with future roads in later stages in accordance with Council's Development Design and Construction Specifications. Affected stages include:**

- a) Stage 6a (x1);
- b) Stage 6b (x2); and
- c) Stage 7c (x1);

2. **Suitable 10 metre radius compacted gravel vehicle turning areas are to be provided at street ends which connect with future roads in later stages in accordance with Council's Development Design and Construction Specifications. Affected stages include:**

- a) Stage 3 (x2);
- b) Stage 5a (x1);
- c) Stage 7a (x1);
- d) Stage 7c (x1);
- e) Stage 9 (x1);
- f) Stage 10 (x1);
- g) Stage 11 (x2) and
- h) Stage 12 (x2).

Appropriate bollards or stabilised earth mounds are to be placed at road ends to prevent vehicle access between different areas of the subdivision during construction of the stages.

20. **Underground electricity servicing**

Each allotment in the proposed subdivision shall be serviced with underground electricity. Any existing overhead powerlines are to be relocated underground.

21. **Battleaxe Driveway (Single & Double)**

The developer shall provide a driveway for the entire length of the access corridor to each battleaxe lot in conformity with Council's Development Design and Construction Specifications, specifically:

- (a) Concrete pavement not less than 3.0 metres wide;
- (b) Minimum concrete thickness 150mm;
- (c) Minimum concrete strength grade 25MPa;

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- (d) Minimum reinforcement SL72 steel mesh;
- (e) Concrete footpath crossover between kerblines and the road boundary;
- (f) Suitable stormwater drainage; and
- (g) appropriate transition zones in accordance with AS2890.1-2004 (Parking facilities – Off-street car parking).

For dual driveways, right-of-way access easements are to be established. The battleaxe driveways are to be completed prior to the release of the subdivision certificate for each stage.

22. Street lighting

The developer shall provide street and footpath lighting along all road reserves and along all pathways in public reserves and in relevant parts of open space areas in all stages. The lighting is to be installed in accordance with Australian Standards and in consultation with Council and operational prior to the release of the Subdivision Certificate for each stage. Footpath lighting is to be designed and installed to minimise light spill into adjoining private property.

23. Telephone servicing

The developer shall make arrangements for the provision of telephone services to the lots in the subdivision for Stages 3-12. Prior to the release of a subdivision certificate for each stage, the developer shall submit to the Principal Certifying Authority written notification from a recognized telecommunications carrier to confirm that arrangements have been undertaken to satisfy this condition for each stage.

24. Stormwater drainage – Council system

The plan of subdivision for each stage shall include the creation of easements to drain water not less than 3 metres wide in favour of Council. Drainage works within these easements shall be designed and constructed in conformity with the standards set out in Council's Development Design and Construction Specifications.

25. Public liability

Where construction work is on or adjacent to public roads, parks or drainage reserves, the applicant is to provide and maintain all warning signs, lights barriers and fencing in accordance with AS1742-1991. The applicant will be adequately insured against Public Risk Liability and will be responsible for any claims arising from these works.

26. Site notice

Prior to commencement of any work for any stage, a sign must be erected in a prominent, visible position at the vehicular access points to the development site:

- (a) Stating that unauthorised entry to the work site is not permitted;
- (b) Showing the name, address and telephone number of the Principal Certifying Authority (PCA) for the work; and
- (c) Showing the name and address of the principal contractor in charge of the work site and a telephone number at which that person can be contacted at any time for business purposes.

This sign shall be maintained while the work is being carried out and removed upon the completion of the construction works.

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27. **Public access, site security and safety**
It is the responsibility of the applicant to restrict public access to construction areas on each stage of the development when construction work is in progress. In this regard, the developer must ensure that perimeter fencing is provided for all construction areas in each stage of the development in accordance with *Occupational Health and Safety Regulation 2001*.
- 28a **Independent services**
During construction each lot shall be provided with independent services i.e. electricity, gas, telecommunications, sewer and water, and if necessary, inter-allotment drainage, all in accordance with the requirements of the relevant authority.
28. **Adjustment to public utility services**
The arrangements and costs associated with any adjustment to a public utility service shall be borne by the applicant/developer. Any adjustment, deletion and/or creation of public utility easements associated with the approved works are the responsibility of the applicant/developer. The submission of documentary evidence to the Principal Certifying Authority which confirms that satisfactory arrangements have been put in place regarding any adjustment to such services is required prior to the release of the Construction Certificate(s).
29. **Requirements of public authorities**
The applicant is to comply with the requirements of any public authorities (e.g. Country Energy, Telstra Australia, etc) in regard to the connection to, relocation and/or adjustment of the services affected by the construction of the proposed structure. Any costs in the relocation, adjustment or support of services will be the responsibility of the applicant. Details of compliance with the requirements of any relevant public authorities are to be submitted to the PCA (i.e. Council or Private Certifier) prior to the issue of the Construction Certificate for below ground works for each stage.
30. **Traffic control plan**
Prior to commencement of works for each stage, approval must be obtained from Snowy River Shire Council's Traffic Committee for any interruption to pedestrian and vehicular traffic within the road reserve caused by the construction of this development. The traffic control plan must be prepared and implemented by a suitably qualified person and will address, but not be limited to, the following matters:
(a) Ingress and egress of vehicles to the site;
(b) Loading and unloading, including construction zones;
(c) Predicted traffic volumes, types and routes; and
(d) Pedestrian and traffic management methods.
Note: This includes temporary road closures for the delivery of materials, plant and equipment, concrete pours etc.
31. **Roads – arterial road works**
The undertaking of any roadway work within the arterial roads shall not be carried out without an approval being obtained from the Council under Section 138(1) of the *Roads Act 1993*. Council may not give its approval for such work except with the concurrence of the Roads and Traffic Authority in accordance with Section 138(2) of the Act.

32. **Compliance – traffic safety during construction works**
No work is to commence on site until such time as a person accredited to prepare traffic control plans in accordance with AS1742.3 and the Roads and Traffic Authority's publication "Traffic Control at Worksites" has certified a Traffic Control Plan for the development/site. The Traffic Control Plan is to be implemented during the construction phase of the development and a copy of the plan is to be available on site at all times. A copy of the Traffic Control Plan is to accompany the Notice of Commencement to be submitted to Council 2 days before any work is to commence on site.
33. **Independent water and sewerage**
Each lot in every stage of the development shall be provided with a separate metered water service (min. 25mm) from Council's water reticulation system and a separate connection to Council's sewerage system. Applications for water and sewer services should be made to Council's Water and Waste Water Section, together with payment of the relevant fees.
34. **Construction vehicle and machinery access**
In order to protect the amenity of residents, no construction vehicles vehicle over 2 tonnes in weight are permitted to access the development site from Gippsland Street and/or Jillamatong Street, except to construct underground services in the immediate area. Specifically, no vehicle access is permitted via Lot 208 or via land to the east of Lot 34. For stages 3-8, construction vehicle and machinery access is to be via the proposed access to Barry Way in accordance with a permit from Council. For stages 9-10, construction vehicle and machinery access is to be via the Kosciuszko Way in accordance with a permit from the Roads and Traffic Authority.
35. **Construction – no removal of native vegetation**
There shall be no removal or disturbance of indigenous native vegetation, on any allotment, including canopy trees, understorey and ground cover vegetation, without the prior written consent of the Council through the subdivision construction certificate application process other than disturbance where identified on Northrop Engineers Development Application Engineering plans, for battering and regrading to allow the construction of roads, services and allotment regrading.
36. **Temporary sanitary facilities**
Toilet facilities are to be provided at, or in the close vicinity of the work site on each stage of the development at the rate of one toilet for every 20 persons or part of 20 persons employed at the site. Each toilet provided must be:
(a) A standard flushing toilet; and
(b) Connected to either: an accredited sewage management facility or an approved chemical closet.
The toilet facilities shall be provided on-site, prior to the commencement of any works.
37. **Amenity**
During construction work must be conducted in a manner so as not to be injurious to health and amenity by reason of noise, vibrations, smells, dust, stormwater runoff, sediment loss, placement of construction materials and wastes, rubbish, footway

interference, traffic generated, hours of operation and the like.

38. Construction – hours of work

Subdivision construction works are restricted to the following hours in accordance with the NSW Environment Protection Authority *Noise Control Guidelines*:

- (a) Mondays to Fridays, 7.00am to 6.00pm
- (b) Saturdays, 8.00am to 1.00pm
- (c) No work is permitted on Sundays and Public Holidays.

39. Erosion & sediment control

The developer is to ensure that where site works are undertaken including all excavations, land clearing and materials storage, all topsoil that is removed is stripped and stockpiled in an appropriate location for future revegetation works. The stockpiled area is to be encircled by a geofabric filter fence.

40. Erosion and siltation control measures

The developer is to ensure that erosion and siltation control measures are installed and maintained on the site for the entire length of the construction project. Erosion control measures are to include the placement of hay bales staked in the ground or the erection of geo-fabric filter fencing at the bottom of all areas where cut and fill is carried out and within any existing drainage areas from those cut and fill areas. These control measures are to be in accordance with the requirements of the consent authority and best management practices as outlined in the NSW Department of Housing *Soils and Construction, Managing Urban Stormwater 4th Edition, March 2004 – the Blue Book*.

41. Protection of trees

All street trees will be protected at all times during construction. Any tree on the footpath, which is damaged or removed during construction, will be replaced, to the satisfaction of Council.

42. Site management

The developer is to ensure that all builder's sheds, including temporary sanitary closets, must at all times be:

- (a) Located wholly within the site;
- (b) Properly constructed and maintained to industry standards;
- (c) Securely anchored to the ground; and
- (d) Removed prior to the release of the Subdivision Certificate for each stage of the development.

43. Materials storage

The surrounding road carriageways are to be kept clean of any material carried onto the roadway by construction vehicles. Any work carried out by Council to remove material from the roadway will be at the applicant's expense.

44. Dust control measures

Effective dust control measures shall be introduced and maintained at all times. Full details of proposed methods of dust control shall be submitted to and approved with the

construction certificate.

45. **Revegetation works**
The developer is to ensure that at the completion of site works for each stage, the following landscaping works are carried out:
- (a) Topsoil is spread over all disturbed areas* with priority given to cut and fill batters;
 - (b) All disturbed areas* are re-vegetated using drylands grass mix with a complete fertiliser; and
 - (c) All disturbed areas* are to be weed free hay mulched. The hay mulching is to be undertaken by a suitable contractor in accordance with Snowy River Development Control Plan 1998 – Circular R3 Revegetation works.
- (* including all footpath areas and adjoining properties where applicable)
46. **Environmental – appropriate disposal of excavated or other waste**
All excavated material or waste generated as a result of the development that cannot be re-used or recycled is to be disposed of at a Council approved site or waste facility. Details of the proposed disposal location of all excavated material from the development site are to be provided to the Principal Certifying Authority prior to construction works commencing.
47. **Aboriginal cultural heritage – uncovering relics**
If any archaeological relics are uncovered during the course of the work then works in that area are to cease immediately and the NSW Heritage Office contacted for further advice.
48. **Subdivision – street lighting**
During construction lighting is to be installed to illuminate access ways at head of cul-de-sacs and connecting pathways within any reserve.
49. **Subdivision – fire hydrants**
Locations of fire hydrants are to comply with AS2419 and be delineated by blue pavement markers in the centre of the road.
50. **Signs – further development application required**
No advertising sign that requires Council’s approval is to be erected/displayed until Council has issued a development consent.

SPECIFIC CONDITIONS APPLICABLE TO STAGE 2A & 2B (9 ‘SUPER LOTS’)

51. **Legal access (Stage 2A & 2B) (Amended by MOD0067/2007 & MOD0003/2008)**
The plan of subdivision shall establish legal access to every lot in a manner which is consistent with the overall subdivision pattern approved under this Development consent.
52. **Prior to the endorsement of the subdivision certificate (Stages 2A & 2B) (Amended by MOD0067/2007 & MOD0003/2008)**
Prior to release of the Subdivision Certificate, the developer shall demonstrate the

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existence of legal arrangements to allow the construction of water supply, sewerage and drainage services and the creation of associated easements to enable later development in the manner envisaged by this development consent.

SPECIFIC CONDITIONS APPLICABLE TO STAGES 3–12

53. Dedication of land in accordance with the applicants offer made in Affidavit and Notice of Motion date 13 April 2007
Prior to the release of the Subdivision Certificate for Stage 3, the land depicted and coloured Green on drawing SB01, Issue B, being Annexure "B" to the Applicants Notice of Motion filed on 13 April 2007 in Land & Environment Court proceedings No. 11254/2006 is to be dedicated to Council as a Public Reserve free of cost.
54. Road construction (Access Road 7)
Road 7 is to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:
- (a) Water Sensitive Urban Design principles incorporating layback kerb and gutter /edge restraints on one or both sides with a width of 6 metres between nominal kerblines are to be in designed and installed in accordance with section 4.1 of Council's *Development Control Plan 1998, Circular H3, Highview Estate* as adopted by Council on 21 November 2006;
 - (b) Stormwater and subsoil drainage works;
 - (c) A bitumen sealed road pavement extending for the full width between the kerb and gutters or edge restraints;
 - (d) A suitable vehicle turning facility of minimum radius 10 metres at the western end of this road;
 - (e) Grassing of footway areas and the planting of street trees;
 - (f) Provision of street lighting;
 - (g) Erection of road name and 50km/h speed signs. The road name must be approved by Council in advance and must be shown on the final plan of subdivision; and
 - (h) A dished concrete driveway pavement 3.0 metre wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150 mm and minimum reinforcement of SL72 mesh.
55. **Road construction (Collector roads Pt1*,Pt2** 3, 4, 5 6, Pt 8, 9 & 11) (Amended by MOD0067/2007 & MOD0003/2008 & MA2016/0002 & MOD4009/2018)**
Roads 1, Pt2,3,4,5, 6, Pt 8, 9, & 11, Twynam Street, Abbott Street, Jillamatong Street, Rawson Street and Northcote Drive are to be not less than 18 metres wide as shown on

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the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Barrier kerb and gutter along both sides with a width of 9 metres between nominal kerblines (to accommodate future possible bus route).
- (b) Stormwater and subsoil drainage works.
- (c) A bitumen sealed road pavement extending for the full width between the kerbs and gutters.
- (d) Grassing of footway areas and the planting of street trees;
- (e) Provision of street lighting; and.
- (f) Erection of road name and 50 km/h speed signs. The road name must be approved by Council in advance and must be shown on the final plan of subdivision.

* *provision of concrete edge strip in lieu of Barrier kerb for that section of Road 1 that adjoins the open space*

** *extension of Twynam Street where it continues to service stage 7C*

56. **Road construction (Access roads 4, 5, 10 & 12) (Amended by MOD0067/2007 & MOD0003/2008 & MA2016/0002)**

Roads 4, 5, 10 & 12 are to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Water Sensitive Urban Design principles incorporating layback kerb and gutter /edge restraints on one or both sides with a width of 6 metres between nominal kerblines are to be in designed and installed in accordance with section 4.1 of Council's *Development Control Plan 1998, Circular H3, Highview Estate* as adopted by Council on 21 November 2006;
- (b) Stormwater and subsoil drainage works;
- (c) A bitumen sealed road pavement extending for the full width between the kerb and gutters or edge restraints;
- (d) Grassing of footway areas and the planting of street trees;
- (e) Provision of street lighting;
- (f) Erection of road name and 50 km/h speed signs. The road name must be approved by Council in advance and must be shown on the final plan of subdivision; and
- (g) A dished concrete driveway pavement 3.0 metre wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150 mm and minimum reinforcement of SL72 mesh.

57. **Road construction (Local roads Pt 1*, 2, 3, Pt 8 & 13) (Amended by MOD0067/2007 & MOD0003/2008 & MOD0011/2012 & MA2016/0002)**

Roads 2, 3, Pt 8 & 13 are to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Water Sensitive Urban Design principles incorporating layback kerb and gutter /edge restraints on one or both sides with a width of 8 metres between nominal

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kerblines are to be designed and installed in accordance with section 4.1 of Council's *Development Control Plan 1998, Circular H3, Highview Estate* as adopted by Council on 21 November 2006;

- (b) Stormwater and subsoil drainage works;
- (c) A bitumen sealed road pavement extending for the full width between the kerb and gutters or edge restraints (specifically for stage 4a – from the boundary of lots 25 and 26 to the boundary of lots 43 and 44, for stage 4b – from the boundary of lots 43 and 44 to the boundary of lots 33 and 34, for stage 4c – from the boundary of lots 33 and 34 to the boundary of lots 38 and 76;
- (d) Grassing of footway areas and the planting of street trees or alternative landscaping as approved by council;
- (e) Provision of street lighting;
- (f) Erection of road name signs. The road name must be approved by Council in advance and must be shown on the final plan of subdivision; and
- (g) A dished concrete driveway pavement 3m wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150mm and minimum reinforcement of SL72 mesh.

**Pt Road 1 being between the eastern end of Road 2 and the 'T' intersection with Road 1 (commencing between lots 116 & 123)*

- 57a. Road turning areas during stage 4a, 4b and 4c completion (Added by MOD011/2012)**
Suitable 10 metre radius compacted gravel vehicle turning areas suitable for 2-wheel drive vehicles are to be provided at street ends which connect with future roads in later stages in accordance with Council's Development Design and Construction Specifications. Affected stages include:

- (a) Stage 4a (x1);
- (b) Stage 4b (x1);
- (c) Stage 4c (x1); or

Construction of the future road within stages 4b and 4c to a gravel standard and future road design levels with a 10m radius compacted gravel vehicle turning area suitable for 2-wheel drive vehicles in accordance with Council's Development Design and Construction Specifications.

Appropriate fixed bollards and stabilised earth mounds are to be placed at end of the vehicle turning area to prevent vehicle access between different areas of the subdivision during construction of the stages.

- 57b. Road construction (Stage 5a - Tate Close) (Added By MOD0001/2016)**

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The construction of the proposed road, Tate Close, during Stage 5a is to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Barrier kerb and gutter along both sides with a width of 6 metres between nominal kerblines;
- (b) Stormwater and subsoil drainage works;
- (c) A asphalt concrete surfaced road pavement extending for the full width between the kerb and gutters or edge restraints;
- (d) Grassing of footway areas and the planting of street trees or alternative landscaping as approved by council;
- (e) Provision of street lighting;
- (f) Erection of road name signs. The road name must be approved by Council in advance and must be shown on the final plan of subdivision; and
- (g) A dished concrete driveway pavement 3m wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150mm and minimum reinforcement of SL72 mesh.

57c. Road construction (Stage 5b - Jagungal Close) (Added By MOD0001/2016)

The construction of the proposed road, Jagungal Close, during Stage 5b is to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Barrier kerb and gutter along both sides with a width of 8 metres between nominal kerblines;
- (b) Stormwater and subsoil drainage works;
- (c) An asphalt concrete surfaced road pavement extending for the full width between the kerb and gutters or edge restraints;
- (d) Grassing of footway areas and the planting of street trees or alternative landscaping as approved by council;
- (e) Provision of street lighting;
- (f) Erection of road name signs. The road name must be approved by Council in advance and must be shown on the final plan of subdivision; and
- (g) A dished concrete driveway pavement 3m wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150mm and minimum reinforcement of SL72 mesh.

58. Barry Way intersection construction (Amended by MOD4021/2019)

Prior to the release of the subdivision certificate for stage 7C as approved by this consent or within 12 months from the date of approval of the subdivision certificate of stage 2 of DA4001/2018 (or any subsequent modifications) the developer must either:

- a) Construct the road intersection of Road 6 (Jillamatong Street) with Barry Way as required to the following specifications

SNOWY MONARO
REGIONAL COUNCIL

- The road intersection of Road 6 with Barry Way shall be designed and constructed in accordance with AUL/CHR geometry and engineering design standards as detailed in the Austroads "Guide to Road Design Parts 3 (2009), 4 (2009) and 4A (2009)", including the "RMS" Supplement to Austroads "Guide to Road Design Parts 3 (2009), 4 (2009) and 4A (2009)", including Safe Intersection Sight Distance for a 80 km/hr design speed in Barry Way."

OR

- b) Undertake a comprehensive traffic study in consultation with Council officers' to determine what treatment if any is required to service current and future stages of the development. Should this option be exercised, the traffic study must be approved by Council.

No further stages of the subdivision shall be carried out after the completion of stage 7C without prior compliance with this condition of consent.

Note – Stages in the subdivision must be carried out in sequential order in compliance with the approved subdivision staging plan

59. Road access restriction (Stages 3 & 8) (Amended by MOD0001/2016 & MA2016/0002)
For traffic safety reasons, except during an emergency, no direct vehicular access is permitted from the Barry Way to Lots 1, 2, 3, 7, 8 (stage 3) & 51-57 (stage 8). A suitable Section 88B 'restriction' under the *Conveyancing Act 1919* is to be prepared to this affect and registered on the Titles of these lots. The Snowy Monaro Regional Council is to be the only beneficiary of the 'restriction'.
60. Road access restriction (Stages 5, 7C, 9 & 11) (Last Modified by MOD4028/2019)
For public amenity reasons, except during an emergency, no direct vehicular access is permitted from the public reserve to within stage 5A & 5B as well as any future allotments within stages 7C, 9 & 11 that back on to the public reserve. A suitable Section 88B 'restriction' under the *Conveyancing Act 1919* is to be prepared to this affect and registered on the Titles of these lots. The Snowy Monaro Regional Council is to be the only beneficiary of the 'restriction'.
61. Conditions of the Roads and Traffic Authority (Stage 9)
The development is to be carried in accordance with the following conditions of the Roads and Traffic Authority (RTA):
 - (a) The junction of Kosciusko Road and the site access road shall be constructed as a full 'seagull' in accordance with the RTA Road Design Guide. For safety reasons, the left slip lane must be sufficiently separated from the through-traffic lane at the junction to ensure that the driver decision making process for right turning vehicles utilising the junction is not compromised.
 - (b) The applicant shall provide suitable direction signage to provide for the changed traffic conditions. The applicant shall submit a 'signs and marking plan' to the RTA for approval.
 - (c) Street lighting at the new junction shall be provided in accordance with Australian Standard AS/NZS1158.
 - (d) Safe Intersection Sight Distance (SISD) to the RTA's standards shall be available for all movements to and from Kosciusko Road. The applicant would be required to undertake any necessary earthworks to achieve SISD.

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Landscaping and fencing shall not restrict vehicular sight lines on Kosciusko Road.

- (e) Geometric road design shall be in accordance with RTA Road Design Guide. Pavement design shall be in accordance with the AUSTRROADS Pavement Design Guide. All design shall be for the existing speed zone.
- (f) All roadworks associated with this development will be at no cost to the RTA and shall be completed prior to the issue of a Subdivision Certificate for Stage 9.
- (g) The developer shall attain Section 138 Approval from Council with RTA concurrence for works within the Classified Road Reserve.
- (h) The developer shall apply for a Road Occupancy Licence (ROL) from the RTA Traffic Operations Unit (TOU) prior to commencing work within the classified road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Direction to Restrict will also be required from the TOU. Please allow 2 weeks prior to commencement of work to process the Road Occupancy Licence.

Note: An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by the RTA Project Manager.

62. Water & sewerage servicing (Part Stage 3: Lots 1–5 only)

The developer shall provide all necessary water supply and sewerage reticulation works, property connections and associated facilities to service every lot in conformity with Council's Development Design and Construction Specifications. Sewerage connection to lots 1 to 5 shall be via a gravity system direct to Council's existing manhole (approximately 30 metres upstream of manhole no. 4188). Where existing water or sewer mains potentially service any lot the developer must make arrangements with Council's Water and Waste section for the provision of any required water connection or sewer junction.

63. **Water and sewage services (Stage 3-12) (Amended by MOD011/2012) & MA2016/0002**

The development must be connected to Councils water and sewage system. A certificate of compliance under section 64 of the Local Government Act (1993) in respect of each stage of the development must be obtained from the Council prior to the release of the subdivision certificate for that stage.

Note: Council consent shall not be construed as approval of the Northrop's Sewer Servicing Strategy dated 1 February or Hunter Water Australia's Water Supply Strategy

The Developer shall construct at no cost to Council a sewage pumping station at the location shown on the amended Highview Staging plan titled "Proposed Lot Layout", drawing number C6_DA2 Revision 4 and provide to Council a sewer servicing plan to ensure that spare capacity is available in the existing gravity sewer mains discharging to and including sewage pumping station JSPS4. Should it be determined that there is insufficient spare capacity, then the means to achieve this must be demonstrated and provided for at no cost to Council.

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Alternatively, the Developer may connect the development to Jindabyne Sewage Pumping Station JSPS6 and upgrade JSPS6 to ensure the pump station has adequate capacity to the satisfaction of Council's Director, Service Delivery or his delegate.

The location, design, construction and staging of the sewage pumping station shall be carried out in accordance with Council's Development Design and Construction Specifications and to the satisfaction of Council's Director, Service Delivery or his delegate.

The site of the sewage pumping station shall be established as a separate allotment and transferred to Council free of any cost or encumbrance on title upon registration of the plan of subdivision. The lot shall be established as "Operational Land".

64. **Relocation of existing trunk water mains (Stage 4A)**
The developer shall relocate the existing delivery and rising trunk mains to an alignment in accordance with Council's Development Design and Construction Specifications within the proposed road reserve of Road 1, unless the Council, acting reasonably, notifies the applicant that this is unnecessary.
65. **Pathway reserve (Stage 4C) (Amended by MOD011/2012)**
The developer shall construct a footpath to the south and east of Lot 37 to connect to Gippsland Street to the standards specified in Council's Development Design and Construction Specifications including the following:
- (a) Concrete pavement not less than 1.5 metres wide
 - (b) Minimum concrete thickness 75 mm
 - (c) Minimum concrete strength grade 20 MPa
 - (d) 1.8 metre high 'Rivergum' Colorbond fencing with ridge capping and with the coloured surfaces facing inwards towards the footpath reserve.

The dog-leg design is to be replaced with a curved design with appropriate directional transitions in the interests of public safety (good visual surveillance to reduce opportunities for human concealment). The pathway shall be provided in a manner that cannot be used by motorised vehicular traffic.

66. **Pathway reserve (Stage 6A) (Amended by MA2016/0002)**
The developer shall construct a footpath between Lots 42 & 44 and the Seniors Living precinct to the standards specified in Council's Development Design and Construction Specifications including the following:
- (a) Concrete pavement not less than 1.5 metres wide
 - (b) Minimum concrete thickness 75 mm
 - (c) Minimum concrete strength grade 20 MPa
 - (d) 1.8 metre high 'Rivergum' Colorbond fencing with ridge capping and with the coloured surfaces facing inwards towards the footpath reserve.

The pathway shall be provided in a manner that cannot be used by motorised vehicular traffic.

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67. **Concrete vehicular entrance and access to water reservoir (Stage 5b) (Amended by MOD0001/2016)**
The developer shall construct a sealed access driveway between Jagungal Close and the existing water reservoir in accordance with Council's Development Design and Construction Specifications prior to the release of the subdivision certificate for Stage 5b.
- 67a. **Re-vegetation of Proposed Lot 23 – Service Easement/Corridor (Stage 5) (Added by MOD0001/2016)**
The developer shall revegetate and maintain proposed Lot 23 to the satisfaction of Council prior to it being dedicated to Council at the subdivision certificate stage (Stage 5b).
- 67b. **Fencing (Stages 5a & 5b & 7c) (Added by MOD0001/2016 and amended by MA2016/0002 and MOD4009/2018)**
To ensure that fencing is used in a way which enhances safety, the developer shall put in place a suitable 88B 'restriction' under the *Conveyancing Act 1919* to ensure that lots 5 – 8 and 14 – 19 (both lots inclusive) of proposed Stage 5 and lots 40-46 (inclusive) in proposed stage 7C, maintain rear fences that are predominantly open in design.
68. **Excavation works (Stage 12) (Amended MOD4028/2019)**
In relation to the construction of Stage 12, the developer is to ensure that if an excavation associated with the development extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation to be made must:
(a) Preserve and protect the adjoining building from damage, and if necessary, underpin and support the building in an approved manner; and
At least 7 days before excavating below the level of the base of the footings of a building on an adjoining allotment of land, give written notice of intention to do so to the owner of the adjoining allotment of land and furnish particulars of the excavation to the owner of the building being erected or demolished.
69. **Road access restriction (Stage 12) (Amended MOD4028/2019)**
For traffic safety reasons, except during an emergency, no vehicular access is permitted from Road 9 to Lots 125 & 126. A suitable Section 88B 'restriction' under the *Conveyancing Act 1919* is to be prepared to this affect and registered on the Titles of these lots. The Snowy River Shire Council is to be the only beneficiary of the 'restriction'.
70. **Accessway bordering Lots 125, 126, 128, 194 & 195 (Stage 12) (Amended MOD4028/2019)**
The developer shall provide a Right-of-Way driveway for the entire length of the driveway access corridor bordering Lots 125, 126, 128, 194 & 195 in accordance with Council's Development Design and Construction Specifications, specifically:
(a) The Right-of-Way is to benefit Lots 125, 126 & 194 only;
(b) A 'restriction' under section 88B of the *Conveyancing Act 1919* is to be created on the Titles of Lots 128 & 195 restricting access to Lots 128 & 195

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- from the Right-of-Way. Lots 125, 126 & 194 are to be the only beneficiaries of the restriction;
- (c) There shall be no more than a single dwelling on each lot unless the Right-of-Way is upgraded to "Access Road" standard, as specified in the Highview Estate DCP Circular H3;
 - (d) Concrete pavement not less than 3.0 metres wide;
 - (e) Minimum concrete thickness 150mm;
 - (f) Minimum concrete strength grade 25MPa;
 - (g) Minimum reinforcement SL72 steel mesh;
 - (h) Concrete footpath crossover between kerbline and the road boundary;
 - (i) Suitable stormwater drainage; and
 - (j) Prior to the issue of a Subdivision Certificate, the section 88B of the *Conveyancing Act 1919* documentation described in this condition shall to be worded to the satisfaction of Council.
71. **Footpath connection (Stage 12) (Amended by MOD0016/2008 & MOD4028/2019)**
The developer shall provide a public reserve three (3) metres wide (as shown on plans submitted with MOD0016/2008 and as amended in red), and construct a pathway, along the eastern boundary of **Lot 155 DP818222 (now lots 1 & 2 of SP90469)** in between Gippsland Street and **Road 9**. The pathway shall be provided in a manner that cannot be used by motorised vehicular traffic and is to meet the standards specified in Council's Development Design and Construction Specifications, including the following:
- (a) Concrete pavement not less than 1.5 metres wide;
 - (b) Minimum concrete thickness 75 mm;
 - (c) Minimum concrete strength grade 20 MPa; and
 - (d) 1.8 metre high 'Pale eucalypt' Colorbond fencing with ridge capping and with the coloured surfaces facing inwards towards the footpath reserve.
72. **Vehicular access restriction to Road 10 (Stage 12) (Amended by MOD4028/2019)**
The developer shall construct a suitable landscaped barrier at the north-eastern corner of Lot 129 to physically prevent vehicular traffic access between the intersection of Roads 8 and 9 (at the bend) and the court bulb of Road 10.
73. **Footpath connection (Stage 11) (Amended by MOD0016/2008 and MOD4028/2019)**
The developer shall construct a pathway connecting the eastern end of Road 10 (at the court bulb) to the intersection of Roads 8 & 9 abutting the northern boundary of lot 129 and connect with the pathway along the eastern boundary of Lot 208. The pathway shall be provided in a manner that cannot be used by motorised vehicular traffic and is to meet the standards specified in Council's Development Design and Construction Specifications to include the following:
- (a) Concrete pavement not less than 1.5 metres wide;
 - (b) Minimum concrete thickness 75 mm; and
 - (c) Minimum concrete strength grade 20 MPa.

PRIOR TO THE ISSUE OF A SUBDIVISION CERTIFICATE FOR EACH STAGE OF THE SUBDIVISION

74. Application

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The developer is to submit to Council a completed Subdivision Certificate application form for each stage together with:

- (a) The original linen plan/s and six (6) copies;
- (b) Relevant section 88B instruments under the *Conveyancing Act 1919*;
- (c) Subdivision Certificate application fee applicable at the time of application;
- (d) Inspection fees applicable at the time of release of the subdivision certificate;
- (e) Certificate from a recognised telecommunications carrier certifying that telephone connection has been provided to the site; and
- (f) Certificate from a recognised electricity authority certifying that electricity connection has been provided to the site.

75. Construction works completed

Prior to the issue of a Subdivision Certificate, all construction works are to be completed in accordance with the approved Subdivision Construction Certificate plans and documentation for that stage and relevant conditions of this consent.

76. Developer contributions (Last Amended by MOD4028/2019)

Prior to the issue of a Subdivision Certificate for each stage, the following s94 monetary contributions are to be paid to Council pursuant to Snowy River Development Contributions Plan 2005;

Stage 3 (38 lots) (Modified by MOD0022/2009)

a) Community facilities	=	\$18,696
b) Regional Waste Management	=	\$22,458
c) Bushfire	=	\$5,434
d) Credit for 1 lot	=	\$1,226
Total	=	\$45,362

Stage 4 (total of 21 lots) (Modified by MOD0011/2012)

Stage 4A (6 lots)

a) Community facilities	=	\$2952
b) Regional Waste Management	=	\$3546
c) Bushfire	=	\$858
d) Credit for 1 lot	=	\$1,226
Total	=	\$6130

Stage 4B (7 lots)

a) Community facilities	=	\$3444
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b) Regional Waste Management	=	\$4137
c) Bushfire	=	\$1001
Total	=	\$8582

Stage 4C (8 lots) (modified by MOD0028/2014)

a) Community facilities	=	\$3936
b) Regional Waste Management	=	\$4728
c) Bushfire	=	\$1144
Total	=	\$9808

Stage 5A (8 lots) (Amended by MOD0001/2016)

a) Community facilities	=	\$4,648
b) Regional Waste Management	=	\$5,584
c) Bushfire	=	\$1,352
Total	=	\$11,584

Stage 5B (14 lots) (Amended by MOD0001/2016)

a) Community facilities	=	\$8,134
b) Regional Waste Management	=	\$9,772
c) Bushfire	=	\$2,366
Total	=	\$20,272

Stage 6A(4) (Amended by MA2016/0002)

a) Community facilities	=	\$2324
b) Regional Waste Management	=	\$27928
c) Bushfire	=	\$572
Total	=	\$4904

Stage 6B(11 Lots) (Amended by MA2016/0002)

a) Community facilities	=	\$6391
b) Regional Waste Management	=	\$7678

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c) Bushfire	=	\$1573
Total	=	\$13486

Stage 7A (12 lots) (Amended by MOD4009/2018)

a) Community facilities	=	6972
b) Regional Waste Management	=	\$8376
c) Bushfire	=	\$1716
Total	=	\$17064

Stage 7B (10 lots) (Amended by MOD4009/2018)

a) Community facilities	=	\$5810
b) Regional Waste Management	=	\$6980
c) Bushfire	=	\$1430
Total	=	\$14220

Stage 7C(13 lots) (Amended by MA2016/0002)

a) Community facilities	=	\$7553
b) Regional Waste Management	=	\$9074
c) Bushfire	=	\$1859
Total	=	\$15938

Stage 8 (7 lots) (Amended by MOD0001/2016)

a) Community facilities	=	\$4067
b) Regional Waste Management	=	\$4886
c) Bushfire	=	\$1001
Total	=	\$8582

Stage 9 (Amended by MA2016/0002 & MOD4028/2019)

a) Community facilities	=	\$2324
b) Regional Waste Management	=	\$2792

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c) Bushfire	=	\$572
Total	=	\$4904

Stage 10 (13 lots) (Amended by MOD4028/2019)

a) Community facilities	=	\$8,177
b) Regional Waste Management	=	\$5,031
c) Bushfire	=	\$1,404
Total	=	\$14,612

Stage 11 (36 lots) (Amended MOD4028/2019)

a) Community facilities	=	\$22,644
b) Regional Waste Management	=	\$13,932
c) Bushfire	=	\$3,888
Total	=	\$40,464

Stage 12 (26 lots including Lot 208)(Amended MOD4028/2019)

a) Community facilities	=	\$16,354
b) Regional Waste Management	=	\$10,062
c) Bushfire	=	\$2,808
Total	=	\$29,224

Note 1: The Contribution Plans may be inspected at Council's Department of Environmental Services offices at Berridale and Jindabyne. The contribution rates for the above facilities and services are adjusted annually on 1 July. Contributions will only be accepted at the rate applying at the date of payment. Council allows works or dedications of land in lieu of cash contributions in accordance with the Contributions Plan.

Note 2: The discounted contributions payable for this development are limited to the number of allotments as indicated on the approved plans. Any further subdivision creating additional allotments will be assessed and levied for contributions for all facilities and services applicable under the provision of the relevant Contributions Plans in force at that time.

Note 3: In calculating the above contributions, credit has been allocated for (2) existing allotments (at Stage 3 and Stage 4).

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~~Note 4: Stages 9 – 12 are those shown in Northrop’s Plan No. C104 Issue C, dated 05/04/2007. Amended Plans for Stages 3 – 8 are those approved by MOD0011/2012 (prepared for the Urban Group, project no. HV, dated November 2008, A-01 revision 1). Amended Staging Plan and Layout are as shown in Northrop’s Plan No. C8-L00, dated 23/07/2015 C6_DA1 Rev2 dated 09/09/16~~

Note 5: Requirements that should be imposed on the development under Section 64 of the Local Government Act 1993, are provided for by Condition 63.

Note 6: These conditions of consent provide for Lot 208 to be developed at any stage. Developer contributions have been calculated with Lot 208 as part of Stage 12. If Lot 208 is developed prior to stage 12, then contribution must be paid at that time and credit must be provided at stage 12.

77. **Landscaping (Amended By MOD0001/2016)**
The developer is to landscape each stage of the development in accordance with the landscape plan prepared by Moir Landscape Architecture (drawing No LP01, Issue 2, dated April 2007, Project No 0240) prior to the release of the Subdivision Certificate for that stage. In particular, street trees are to be a minimum 1.5m high (advanced plantings) and are to be planted in accordance with Council’s “Street Tree Planting Minimum Specifications”. The existing water tank is to be visually screened with landscaping approved by Council prior to the issue of a Subdivision Certificate for Stage 5.
- 77a. **Landscaping (Added By MOD0001/2016)**
The developer is to provide, to the satisfaction of Council, street trees along Jagungal Close and Tate Close, in line with the suggested street trees for a ‘Local Road’ on the approved landscape plan prepared by Moir Landscape Architecture (drawing No LP01, Issue 2, dated April 2007, Project No 0240). This will occur prior to the release of the subdivision certificates for both stage 5a & 5b.
78. **Works-as-executed plans**
Upon completion of the subdivision works for each stage, the developer shall provide Council with a complete set of plans of the works as constructed, detailing all variations from the approved plans and to the acceptance of the Council’s Director of Engineering and Operations or his nominee. The plans shall be submitted to Council in hardcopy format (A1), and electronic format (PDF and DWG). These plans must be prepared and certified by a Registered Surveyor or Chartered Professional Engineer.
79. **Easements to drain sewage**
The plan of subdivision and Section 88B instrument shall establish suitable easements not less than 3 metres wide in favour of Council to contain all sewerage mains within all lots in the subdivision.
80. **Property numbers / house numbers**
Prior to the submission of the application for the Subdivision Certificate for each Stage, the developer shall obtain a property number or house number for each lot from

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Council's Rates/Property Officer in conformity with Council's numbering system.

The reasons for the imposition of the conditions are:

- 1 To minimise any likely adverse environmental impact of the proposed development.
- 2 To ensure the protection of the amenity and character of land adjoining and in the locality.
- 3 To ensure the proposed development satisfies the relevant statutory requirements.
- 4 To ensure the development does not conflict with the public interest.
- 5 To ensure development proceeds in accordance with approved plans.

Notes Relating to the Determination

1 This modified consent continues to be effective and operates from the date shown as "**Endorsement Date**" on the front page of this notice. This modified consent will lapse 5 years from the endorsement date of original development consent, unless the development has physically commenced.

1a Pursuant to Clause 97 and 122 of the *Environmental Planning and Assessment Regulation 2000*, this determination replaces the original determination as from the date of the Modification Approval Date.

2. Section 8.2, 8.3, 8.4 and 8.5 of the *Environmental Planning and Assessment Act 1979* confers on an applicant who is dissatisfied with the determination of a consent authority a right to request the consent authority to review the determination. The request for review must be made within six (6) months after the date on which the applicant received the notice of determination and must be accompanied by the fee set by the Regulations; it does not apply to an application in respect of Designated Development or Integrated Development.
- 3 Section 8.9 and 8.10 of the *Environmental Planning and Assessment Act 1979* confers on an applicant who is dissatisfied with the determination of a consent authority a right of appeal to the Land and Environment Court exercisable within 6 months from the date of receipt of this notice.
- 4 In this consent the developer means the applicant for development consent and any person or corporation who carries out the development pursuant to that consent.
- 5 The applicant is solely responsible for ensuring that all additional consents, permits and/or agreements are obtained from other authorities, as relevant.
- 6 Headings are for convenience only and do not affect the interpretation of any condition of this development consent.

Advice to Applicant

1. Council wishes to advise that it is the responsibility of the owner and/or applicant to determine if site security and/or safety fencing is required to be provided in accordance with clause 235 of the *Occupational Health and Safety 2001* and Work Cover Authority requirements. Failure to

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comply with these requirements may result in penalties being imposed upon the owner and/or applicant.

2. Underground assets may exist in the area that is subject to your application. In the interest of health and safety and in order to protect damage to third party assets please contact *Dial Before You Dig* at www.1100.com.au or telephone 1100 before excavating or erecting structures. This is the law in NSW. If alterations are required to the configuration, size, from and design of the development upon contacting the *Dial Before You Dig* service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plants or assets. It is the individual's responsibility to anticipate and request the nominal location of plant and assets on the relevant property via contacting the *Dial Before You Dig* service in advance of any construction or planning activities.

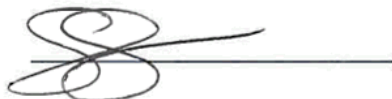
Note: Under the *Telecommunications Act 1997 (Commonwealth)*. Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the *Criminal Code Act 1995 (Cth)* and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact Telstra's Network Integrity Team on 1800 810 443.

3. It is the responsibility of the applicant to check, understand and seek assistance where needed so as to ensure full compliance with the conditions of this Development Consent. Please contact Planning on (02) 6451 1550 if there is any difficulty in understanding or complying with any of the above conditions.

On behalf of the above Council:

Resolution Number: 458/19

Signature:



Delegated Officer: Sophie Ballinger

Sophie Ballinger

From: Hayley Sarvanandan <Hayley.Sarvanandan@transport.nsw.gov.au>
Sent: Friday, 20 March 2020 9:24 AM
To: Sophie Ballinger
Subject: RE: Notification of Review of Determination REV4001/2020 and submissions received
Attachments: STH07_01093_08.pdf; REV4001.2020 Justification for the review.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Hi Sophie

Please see attached TfNSW response letter dated 7th June 2019 (STH07/01093/08) in relation to MOD4028/2019. TfNSW highlights that the issues raised in the 'justification for the review' document (attached) are a matter for Council to address. In determining the modification review under Part 4 of the *Environmental Planning and Assessment Act, 1979*, it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development.

Thanks
 Hayley

Hayley Sarvanandan
 Development Assessment Officer
 Land Use Southern
 Regional and Outer Metro, Southern
Transport for NSW

T 02 4221 2548 | F 02 4221 2777
 Level 4 90 Crown Street Wollongong NSW 2500



From: Sophie Ballinger [mailto:Sophie.Ballinger@snowymonaro.nsw.gov.au]
Sent: Wednesday, 4 March 2020 5:06 PM
To: Development Southern <development.southern@rms.nsw.gov.au>
Subject: Notification of Review of Determination REV4001/2020 and submissions received

Hello,
 Council is in receipt of an application for review of determination of modification (MOD4028/2019) under section 8.2(1)(b) of the Environmental Planning and Assessment Act 2000.

Property:	Barry Way JINDABYNE NSW 2627
Legal Description	Lot 14 DP 1246197 Ph Clyde Lot 25 DP 1253407 Ph Clyde Lot 26 DP 1253407 Ph Clyde
Property Number:	106919
Application No:	Rev4001/2020
Applicant:	Village Style Retirement Services Pty Ltd Erina Investments Holdings Pty Ltd

Lodgement date:	14 January 2020
Consent Authority:	Snowy Monaro Regional Council
Development Proposal:	Section 8.2(1)(b)- Review of MOD428/2019 which relates to the Barry Way intersection an access from Kosciuszko Road
Notification Period:	14 days

Copies of the documentation is being provided to you as per clause 113A(4) of the Environmental Planning and Assessment Regulation 2000. I have also attached the submissions received by Council in the notification period for the review. Should you wish to comment on the information provided Council would appreciate this response within 14 days.

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

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Our ref: STH07/01093/08
Contact: Melissa Steep 4221 2771
Your ref: MOD4028/2019

7 June 2019

Sophie Ballinger
Snowy Monaro Regional Council
council@snowymonaro.nsw.gov.au
cc: Sophie.Ballinger@snowymonaro.nsw.gov.au

**MODIFICATION TO DEVELOPMENT APPLICATION MOD4028/2019 – HIGHVIEW ESTATE
SUBDIVISION, REMOVAL OF KOSCIUSZKO ROAD ACCESS**

Dear Sophie,

Roads and Maritime Services (RMS) refers to your correspondence dated 17 May 2019 regarding the above development application (DA).

RMS has completed an assessment of the DA, based on the information provided and focussing on the impact to the state road network. RMS notes for this DA:

- The key state road is Kosciuszko Road;
- Council is seeking advice from RMS to assist in its assessment under Clause 101 of State Environmental Planning Policy (Infrastructure) 2007 and Section 138 of the Roads Act, 1993;
- The SIDRA intersection modelling undertaken by the applicant for the intersection of Barry Way and Kosciuszko Road; and
- The existing conditions of consent (MOD4009/2018, dated 15/02/2018)

RMS has reviewed the information and additional traffic modelling provided by the applicant. It is noted that distributions of development traffic through the roundabout at the intersection of Barry Way and Kosciuszko Road heavily favours traffic to/from the township of Jindabyne. Upon review of the model, RMS has redistributed a portion of the development traffic away from Jindabyne (i.e. west on Kosciuszko Rd) to reflect a worst case scenario and notes the roundabout continues to perform at a satisfactory level of service, without the additional Kosciuszko Road development access.

In relation to the proposed application to modify the current development consent (MOD4009/2018), RMS provides the following comments:

- Amend Condition 58 – This condition relates to the requirement to construct a local road connection and as such RMS considers this a matter for Council.

- Amend to Masterplan to delete the Kosciuszko Road access – RMS does not object to the removal of this access from the Masterplan.
- Delete Condition 61 – RMS notes this condition relates to the construction of the Kosciuszko Road access and does not object to the deletion of this condition.
- Delete conditions 69 & 70 - RMS notes these conditions relate to access via the Kosciuszko Road access and does not object to the deletion of these conditions.
- Amend Condition 2 – RMS considers this a matter for Council.

RMS highlights that in determining the modification under Part 4 of the *Environmental Planning and Assessment Act, 1979*, it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of development consent. Depending on the level of environmental assessment undertaken to date and nature of the works, the consent authority may require the developer to undertake further environmental assessment for any ancillary road works.

Upon determination of this matter, it would be appreciated if Council could send a copy of the Notice of Determination to development.southern@rms.nsw.gov.au.

Yours faithfully,



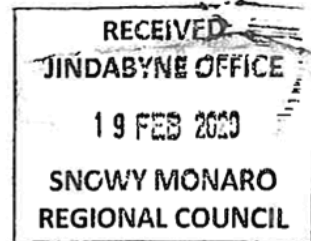
Chris Millet
Manager Land Use
Southern Region

REV4001/2020 Submission 1



18 February 2020

Mr Peter Bascomb, General Manager
Snowy Monaro Regional Council
PO Box 714
COOMA NSW 2630



RE: Rev4001/2020 – Section 8.2(1)(b) – Review of MOD4028/2019

Dear Mr Bascomb

My objection to the developers proposal to remove the condition requiring the construction of a intersection with Kosciuszko Road is based upon the following points:

- After reading the developer's proposal to delete the requirement for access to Kosciuszko Road, I find that it is based upon conjecture, supposition and assumptions with little or no concrete evidence justifying the proposal. I will address some of these issues here.
- The developer maintains that "all lots within the subdivision would have two access points via Barry Way and Gippsland Street via Jillamatong Streets." What the developer does not mention is that to access these roads all traffic has to travel down Rawson street. In other words if Rawson street is blocked for any reason, there will in fact be no access to the houses further down that road.
- The developer comments that the proposal has been based on dual occupancy dwellings. Whether the dwellings are dual or single occupancy is not the issue as far as traffic is concerned. From the 3 years experience of living in Twynam Street it is usual to see at least one vehicle per bedroom per dwelling in the holiday homes. As such those vehicles often park out on the street reducing traffic flow as well as causing significant traffic flow in peak periods morning and afternoon. I would suggest that Council interview the drivers of their own rubbish trucks to ascertain whether or not Twynam Street is easy to drive through in the winter months.
- Regarding the need for multiple access, I entirely support Council's concerns in relation to residents in stages 9 to 12 and the rural residential estate. While there may not be significant bushland located at the sites of the stages mentioned, Jindabyne is surrounded on 3 sides by forest clad hills. This summer I was outside ready to defend our home on the worst of the days with ash-fall coming down from fires located many kilometres away from the town. If the bush much closer to town were to have significant wild-fires then no place in Jindabyne would be safe and the more exit points available for both firefighters and residents the better. If there is one thing that the 2020 NSW bushfires have taught us is that being prepared and planning for a worst-case scenario is far better than hoping we are not affected and being sorry at later stages for either loss of property or people.
- The suggestion that the childcare centre "will not generate any significant additional traffic demands through the intersection of Jillamatong Street and Barry Way" is not substantiated with any evidence. The conjecture that "the vast majority of trips will be local" is in the developers own words a "consideration" only. As a teacher I know that people shop around for the best value for money child care and if it means driving extra distances to access such a facility then that will happen. I contend that it is currently impossible to determine where the majority of customers for the childcare centre will come from and therefore it is wisest to allow for a good proportion to access the facility through the proposed Kosciuszko Road intersection.
- The information prepared by Seca Solutions had many unsubstantiated claims with few if any supporting hard facts or evidence backing up their claims. The claim that drivers must "STOP at Gippsland Street before turning into Jillamatong street" is simply not correct. Because Gippsland Street is the major road, drivers travelling along it simply slow down before doing either a right or left hand turn into Jillamatong.
- The supposed 18 second time difference between the two proposals is based upon cars travelling at the nominated speed in ideal conditions without any other traffic on the road. While the majority of Jindabyne has a 50kph speed limit as far as the law is concerned, when we take into account multiple cars on both sides of most streets, tradesmen, work and delivery trucks, inclement weather and children, the real speed is often well below that suggested.

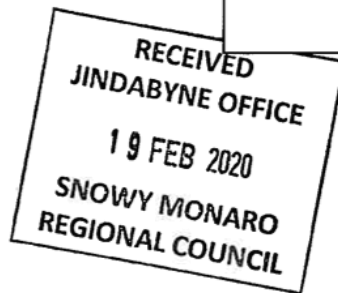
- The suggestion that using local roads with its many intersections will stop any “rat-running” is laughable. On weekends in the winter season traffic is so heavy that all locals including myself will do whatever rat-running we can to access different parts of Jindabyne. If the traffic engineers were to actually visit here in the wintertime, I suggest they would quickly see the foolishness of their statement.
- The access by visitors upon arrival in town again is based on unsubstantiated or wrong information. I agree that if the sat-nav is set to “use main roads” then people will use Kosciuszko Road and Barry Way, however if the setting is on using the quickest route as my own is – then it will automatically take the vehicles via Munyang and Gippsland Streets to access Highview Estate. It is also noted that many visitors bring their own supplies with them, particularly for the first day or so staying in rented accommodation with kitchen facilities and that being the case, may drive straight to their accommodation rather than stocking up in town.
- The statement that “the chances of people travelling to the Highview Estate utilising Munyang Street then Gippsland Street to connect to Jillamatong Street is remote” is either a joke, lie or misinformation produced by incompetent people. That very situation and route is exactly what DOES happen at the moment. That is the route that all residents living here DO currently take. What all residents in this estate are concerned about is that it does not continue getting worse and worse as more houses are built.


I urge council to remain proactive and fully engaged with the developer to ensure all infrastructure requirements are fully adhered to as per the original agreement.

Thank you for your consideration of my objections.



REV4001/2020 Submission 2




18 February 2020

Mr Peter Bascomb, General Manager
Snowy Monaro Regional Council
PO Box 714
COOMA NSW 2630

RE: REV4001/2020 – Section 8.2(1)(b) – REVIEW OF MOD4028/2019

Dear Mr Bascomb

The developer once again is seeking to delete Condition 61 -- the requirement to construct Highview Estate road access to Kosciuszko Road. With the NSW government having identified the Jindabyne area as a major future growth corridor, making sure local infrastructure is up to the task is even more important than when this access road was first set as a Condition for the development of the estate. Furthermore, the developer has added a second development adjacent to Highview (Rural Residential DA4001/2018). This approved development will use road infrastructure of Highview Estate as its access, and will add to any congestion on the local roads.

The developer engaged and paid SECA Solutions to create a report to support his claims that the Kosciuszko Road access is not required. With no intended disrespect to the company engaged, it is obvious to a permanent resident that the report presents a very incomplete picture of the situation, and in some cases, inaccurate information. The report never states the date and time of day of the test drives. This is obviously relevant, because depending on the season, time of day, day of the week etc, the roads can change from quiet and free, to very busy and congested (and dangerous).

Below are some points for your consideration:

1. It is incorrectly claimed that drivers on Gippsland must stop before turning into Jillamatong. In fact, many drivers once they pass the narrow part of the road after the right bend accelerate, and are travelling well above the 50 kms/hr speed limit. Drivers only slow down slightly to turn the corner into Jillamatong, and often continue at speed up to the chicane before Twynam Street. Another incorrect claim is that the one single stop sign and 5 left turns are enough to discourage drivers from using the rat run from Munyang up Gippsland and into Jillamatong to access Highview from Kosciuszko Road. I live here permanently. We all use that route! So do many visitors staying in the holiday homes in Highview. One more example of error: the report claims visitors drive first to the town centre or Nuggets to stock up on supplies before driving to their holiday home in Highview, via Kosciuszko Road and Barry Way, and do not use the rat run via Munyang and Gippsland. With a holiday home right next door, I see personally that has not been the case. The 8 bedroom lot next door sees visitors all arrive in their various cars, take in their cases and unpack their toys. After a period of time, they get back into their various cars, and drive off, arriving back at the lot separately, and at various times. They come and go multiple times a day. It is normal for at least 4 cars to park in the driveway and on the street when the lot next door is let.

2. During peak (winter) traffic conditions: Kosciuszko Road is backed up from the Barry Way roundabout to Nuggets Crossing several times weekly. Traffic is at a standstill. Also, I can see part of upper Gippsland from our back porch. I can tell if it's even worth it trying to leave home to go to town, because a right turn into Gippsland from Jillamatong is very difficult when the traffic is also backed up in that street. A left turn from Jillamatong into Gippsland is the only current access to Barry Way from Highview, which in times of peak congestion is backed up from the roundabout nearly up to Nettin Circuit, and a right turn into Barry from Reedy Cutting is impossible. Another intersection from Highview into Barry Way (via Jillamatong Street) is not going to help the situation, as the traffic flow streaming towards Jindabyne along Barry does not allow any right turns until there is a rare break in the flow. We will simply have two intersections within 500 metres of each other with exactly the same problem: extreme difficulty in turning right into Barry Way, before being stuck in the jam at the roundabout. It can take half an hour or more to get from Reedy to town in times like this, and it is getting worse every year.
3. Coming home from out of town, during peak season, if you want to access Highview coming from the dam wall, the only realistic choice is Munyang – Gippsland – Jillamatong, and similar for exiting the town (or even just going to Nuggets to get groceries at Woolworths). Even when traffic is not at a complete standstill, it is often so busy that a right turn onto Barry Way from Reedy's Cutting is a much slower choice to access the town (or leave town) than using the rat run. Barry Way frequently carries more traffic than is safe. It's well known in the area that at certain times one must leave home up to half an hour or earlier in order to get through that congestion in time to make appointments etc. This was not even mentioned in the "research" done by SECA. With Go Jindabyne planning to increase traffic in the area during more periods of the year, this problem is going to increase, not decrease. The current roads are inadequate already for parts of the year; why would we consider reducing planned infrastructure when the stated aim of Go Jindabyne is to increase road use for more periods during the year? It does not make any sense at all.
4. It is assumed by SECA without proof that the traffic generated by the proposed childcare centre will be minimal and will be coming from within (not from outside) Highview. Looking at the traffic around the two childcare centres I'm familiar with (Bent Street and Poley Cow Lane) is all the evidence I need to say SECA is incorrect. Traffic will come from many places, and will greatly increase during peak times. Barry Way, already congested during much of the day, cannot be allowed as the only "non-rat-run" access to Highview and Rural Residential estates.
5. The SECA information assumes the rat-run access (one of only two road accesses proposed by the developer for the 2 large developments) is not used by tourists. The 2003 Plan for Jindabyne had already stated that lower Gippsland Street cannot sustainably take any more traffic, yet that continues to occur as development increases. They can't have it both ways: either the rat-run and lower Gippsland are NOT designed to be formal access to Highview, meaning the yet-to-be-built access to Barry Way is the ONLY access for Highview, or else the rat-run IS an access for Highview, and adding considerably to the congestion and danger in lower Gippsland Street. If traffic design continues to allow increased flows through lower Gippsland Street, the council will be faced with re-designing all parts of the lower township in a grid of one-way streets, because they were never designed in the 1960's for the realities of the 21st Century.

6. Go Jindabyne is a welcome state initiative that intends to promote a doubling (or more) of growth in the area, both in permanent residents and in tourist visitation. The region is already suffering traffic problems regularly during the year. Planning a major housing development catering for both permanent residents and tourists without planning adequate road infrastructure is a recipe for safety and economic failure. Ultimately, the Highview and Rural Residential developments will have between 200 and 300 lots (the numbers keep changing). Many of these are dual occupancy, and in the case of the Rural Residential, will allow for possible commercial accommodation such as backpackers and tourist lodges. The Snowy Monaro area depends on private motor vehicles for access within and to/from the region. Roads must be designed to accommodate periods of extreme traffic flow. If the roads do not even exist, then serious (dangerous) traffic congestion will become the norm for the region.
7. In the 19th Century, when population was lower, and cars did not exist, one road in and out from population centres was usually adequate. That is not the case in the 21st Century, where everyone over the age of 17 seems to have their own private vehicle. Per Lot, multiple vehicles are the norm. Therefore the road congestion continues to increase – this is not just due to population increase, but also due to increase in vehicle ownership and people’s ever-increasing use of personal private vehicles. This has an obvious impact on optimal design for residential areas, something overlooked by SECA in their report (or else ignored by the developer in his application).
8. Current resident experience in the Highview Estate is relevant to deciding whether the developer has provided infrastructure needed for current, let alone future, requirements. Most residents seem to agree (perhaps SMRC should poll everyone living permanently in the Estate): the current streets are too narrow for modern 21st Century realities. Parking is allowed both sides of the streets. At times, vehicles travelling in opposite directions cannot safely pass each other, but must give way and allow oncoming traffic through before proceeding. The narrow curving design makes it difficult for drivers to determine whether it is safe to proceed along the street, as vision is often obscured by parked trucks / utes / large boats etc. In short, most permanent residents would agree the road design is inadequate for current, let alone future, requirements. Therefore anything the developer proposes in the way of reducing road infrastructure to the estate is unlikely to be welcomed by permanent residents.

I apologise for the length of this letter. Time constraints have prevented me from doing the careful editing for brevity I would have wished. Thank you for considering these points.



REV4001/2020 SUBMISSION 3

Dear Ladies and Sirs,

I have reviewed the above mentioned application. I disagree with the conclusions made within the application, in particular with the statements made by Coastplan consulting to remove "condition 61 - The requirement to construct road access to Kosciuszko Road".

Here are my concerns:

1) Having only one access is not an issue and "there is no evidence to substantiate why this road would be blocked": There doesn't have to and in fact can't be any *evidence* today as to why the road might be blocked one day in future. Experience of life does teach us that unfortunate events can and do happen. Luckily not everywhere and all the time but everyday somewhere things do go horribly wrong. Possible issues are: Traffic accidents, fire (could be bushfire or just a house on fire), crime scenes, trees falling over, water pipes bursting, maintenance work required, road repairs, airplane crash, local flash flooding during a storm event, The list of potential things which may happen is sheer endless. Chances that it does happen might be small - but why would we want to take the risk? It is just not good town planning practise to do so.

2) Amount of traffic: In particular during winter time, I have experienced significant amount of traffic caused by tourism on top of the normal population living there. Often a two or three bedroom unit has four or five cars coming as not all the tourists arrive as a family - rather individuals who share a house or unit amongst each other. The idea that a dual occupancy only attracts up to four cars is simply incorrect. And with the Highview Estate being one of the major growth areas of Jindabyne, a lot of the tourist accommodation and related traffic will be just within that area. Causing significant amount of traffic to be absorbed by the road infrastructure.

3) Using Gippsland Street and Jillamatong Street as rat running: This is already happening right now and with more and more houses to be added in upcoming Highview Estate stages will only get much worse! Coastplan Consulting makes reference to Google Maps which has been used to measure the distances. And then later down the letter makes reference to "the navigation system" [choosing Barry Way as preferred route]. I do use Google maps both offline on my computer and as navigation system in my car. Google maps guides me through Munyang Str., Gippsland Street and Jillamatong to / from Highland Estate to Kosciuosko Road - not via Barry Way! Each and every time! I would think that these days many people use Google maps, more and more cars run on Android/Google and therefore even tourists (which are not locals) are guided by the navigation system to do what the consultant calls "rat run".

But let's put asside this and for a moment assume only locals would know about it and do the "rat run": Still the question is why people living along the way on Gippsland street and Jillamatong Street and other associated roads should suffer from this? This has never been the plan and this has never been approved. Why would some people have to suffer, so somebody else can take shortcuts on a development? I suggest don't do the development then if that is too much of a financial burden to the project. But please don't do cherrypicking and taking shortcuts at the cost of others half way through the development.

4) Coastplan consulting makes the assumption that people would first drive to the shopping center in Jindabyne town before driving to their holiday house. That is not what I would do or any of my team members I know from the Sydney Ski Snowboard club. First of all many people from Sydney arrive late to Jindabyne when travelling from Sydney. So by the time these people arrive, shops are already closed (e.g. Friday night). Secondly, I do not know anybody who drives to holiday with no supplies for the day of arrival and first thing to do at the destination is to go shopping - before driving to their holiday home and checking in / dropping the family off / going to toilet etc. I usually first want to go to my holiday destination, check-in, turn on the heating, drop the luggage and only then go to town, restaurants and explore the area. Not the other way round.

5) The consultant makes statements about traffic being slowed down on Gippsland street and having to do a "STOP at Gippsland Street to turn into Jillamatong Street". I don't think these statements are correct. I'm unable to get the timing information from Google maps the consultant makes. Timewise the different routes appear to be fairly identical (from Google point of view) but most mathematical algorithms in such a case

will make decision based on distance and prefer a shorter distance over a longer distance.
I'm not aware about a STOP regulation at related crossing:



The conditions have been there for quite some time and the development has been started based on those. I don't see any good reason why these conditions had been acceptable (by the developer and the general public) in the early stages of the development and suddenly they become "unreasonable" now? This really should have been discussed before the development had started and people did buy the lots and started to build houses. Council should not allow to change conditions half way through the development to increase profits for a development at the cost of residents who already paid for something they were expecting to get.

For the reasons above, I disagree to remove condition 61 from the development application.



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Sent: Wednesday, 19 February 2020 11:53 AM

To: Snowy Monaro Regional Council Planning <Planning@snowymonaro.nsw.gov.au>

REV4001/2020 Submission 4

Subject: REV4001/2020 -- Review of MOD4028/2019 Section 8.2 (1) (b) Highview Estate Development

Dear Sir / Madam

I am a permanent resident of Twynam Street and to be blunt am sick & tired of this developer "playing games" with both Council and local residents in continuing to both amend the timing of the Barry Way Intersection and delete Condition 61 -- the requirement to construct road access to Kosciuszko Road.

The developer appears to have a history of modifications that only serve to suit his interests at the detriment of the local residents who have been and will be detrimentally affected by his intents and indeed go against Council decisions and requirements.

Listed below are a number of my and other affected permanent residents concerns:-

1. SECA Solutions – a major source of information used by the developer to support his insistence that the Kosi Road access is unnecessary – is paid by the developer to achieve a certain outcome. Those who live locally know some of the information provided in their report is inaccurate. For example: drivers on Gippsland Street do not have to stop before turning into Jillamatong. Another example: the report claims that the curves, one single stop sign, and 5 left turns are enough to discourage drivers from using the rat run from Munyang up Gippsland and into Jillamatong to access Highview from Kosi Road. We live here. We all use that route! So do many visitors staying in the holiday homes in Highview. One more example: the report claims visitors drive first to the town centre or Nuggets to stock up on supplies before driving to their holiday home in Highview, via Kosi Road and Barry Way, and do not use the rat run via Munyang and Gippsland. Having lived here a few years, and with a holiday home next door, we see personally that has not been the case! They all arrive in their various cars, take in their cases and unpack their toys. After a period of time, they troupe back out, get back into their various cars, and drive off, arriving back at the lot separately, and at various times. They come and go multiple times a day. The point of these examples: SECA Solutions is in the pay of the developer to achieve the developer's aims, and it is a simple matter to point out the inaccuracies in their information he has supplied.
2. Moving on from SECA's report on traffic flow in quiet times, this is what actually happens in the area during peak traffic conditions: Kosi Road is backed up from the Barry Way roundabout to Nuggets Crossing several times weekly. Traffic is at a standstill. If you want to access Highview coming from the dam wall, the only

realistic choice is Munyang – Gippsland – Jillamatong, and similar for exiting the town (or even just going to Nuggets to get groceries at Woolworths). Even when traffic is not at a complete standstill, it is often so busy that a right turn onto Barry Way from Reedy's Cutting is a much slower choice to access the town (or leave town) than using the rat run. Barry Way frequently carries more traffic than is safe. The traffic at the roundabout backs up well past Nettin Circuit. It's well known in the area that at certain times one must leave home up to half an hour or more early in order to get through that congestion in time to make appointments etc. This was not even mentioned in the "research" done by SECA.

3. It is assumed by SECA without proof that the traffic generated by the proposed childcare centre will be minimal and will be coming from within (not without) Highview. Looking at the traffic around the two childcare centres I'm familiar with (Bent Street, and Poley Cow Lane) is all the evidence I need to say SECA is incorrect. Traffic will come from many places, and will greatly increase during peak times. Barry Way, already congested during much of the day, cannot be the only "non-rat-run" access to Highview and Rural Residential estates.
4. The SECA information (paid by the developer to achieve a certain outcome) doesn't state the dates / times of the seconds it took to drive the routes described. They most certainly were not taken during times of high traffic flow, and therefore do not provide a complete picture of the traffic situation in Jindabyne. Furthermore, the information assumes the rat-run access (one of only two road accesses proposed by the developer for the large developments) is not used by tourists. The 2003 plan for Jindabyne had already stated that lower Gippsland Street cannot sustainably take any more traffic, yet that continues to occur as development increases. They can't have it both ways: either the rat-run and lower Gippsland are NOT designed to be formal access to Highview, meaning the yet-to-be-built access to Barry Way is the ONLY access for Highview, or else the rat-run IS an access for Highview, and adding considerably to the congestion and danger in lower Gippsland.
5. **Go Jindabyne** is a state initiative that intends to promote a doubling (or more) of growth in the area, both in permanent residents and in tourist visitation. The region is already suffering traffic problems regularly during the year. Planning a major housing development catering for both permanent residents and tourists without planning adequate road infrastructure is a recipe for safety and economic failure. Ultimately, the Highview and Rural Residential developments will have between 200 and 300 lots (the numbers keep changing). Many of these are dual occupancy, and in the case of the Rural Residential, will allow for commercial accommodation such as backpackers and tourist lodges. The Snowy Monaro area depends on private motor vehicles for access around and to/from the region. Roads must be designed to accommodate periods of extreme traffic flow. If the roads do not even exist, then serious traffic congestion will become the norm for the region.
6. The recent bushfire crisis on the south coast is a good illustration of what happens when development is allowed with insufficient road access. Many stories abound of how people were unable to exit quickly and safely from the disaster as roads quickly became choked. In the 19th Century, when population was lower, and cars did not exist, one road in and out from population centres was usually adequate. That is not the case in the 21st Century, where everyone over the age of 17 seems to have their own private vehicle. Multiple vehicles per dwelling is the norm. Therefore the road congestion continues to increase – this is not just due to population increase, but also due to increase in vehicle ownership and people's ever-increasing use of personal private vehicles. This has an obvious impact on optimal design for residential areas, something overlooked by SECA in their report (or else ignored by the developer in his application).
7. Current resident experience in the Highview Estate is relevant to deciding whether the developer has provided infrastructure needed for current, let alone future, requirements. Most residents seem to agree (perhaps SMRC should poll everyone living permanently in the Estate): the current streets are too narrow. Parking is allowed both sides of the streets. At times, vehicles travelling in opposite directions cannot safely pass each other, but must give way and allow oncoming traffic through before proceeding. The narrow curving design makes it difficult for drivers to determine whether it is safe to proceed along the street, as vision is often obscured by parked trucks / utes / large boats etc. In short, most permanent residents would agree the road design is inadequate for current, let alone future,

requirements. Therefore anything the developer proposes in the way of reducing road infrastructure to the estate is unlikely to be welcomed by permanent residents.

Could you please confirm that you have received this objection.



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REV 4001/2020
SUBMISSION 5

This is about MOD4028/2019

As others have stated THIS IS NOT GOOD ENOUGH.
Gippsland street already has too much traffic at peak times.
Jillamatong st is already unsafe and barely roadworthy for traffic flows
Highview estate needs more exits in case of emergency ,
please do not allow this area to have traffic so compromised .

Listed below are a number of my and other affected permanent residents from Tywnham street's concerns:-

1. SECA Solutions – a major source of information used by the developer to support his insistence that the Kosi Road access is unnecessary – is paid by the developer to achieve a certain outcome. Those who live locally know some of the information provided in their report is inaccurate. For example: drivers on Gippsland Street do not have to stop before turning into Jillamatong. Another example: the report claims that the curves, one single stop sign, and 5 left turns are enough to discourage drivers from using the rat run from Munyang up Gippsland and into Jillamatong to access Highview from Kosi Road. We live here. We all use that route! So do many visitors staying in the holiday homes in Highview. One more example: the report claims visitors drive first to the town centre or Nuggets to stock up on supplies before driving to their holiday home in Highview, via Kosi Road and Barry Way, and do not use the rat run via Munyang and Gippsland. Having lived here a few years, and with a holiday home next door, we see personally that has not been the case! They all arrive in their various cars, take in their cases and unpack their toys. After a period of time, they troupe back out, get back into their various cars, and drive off, arriving back at the lot separately, and at various times. They come and go multiple times a day. The point of these examples: SECA Solutions is in the pay of the developer to achieve the developer's aims, and it is a simple matter to point out the inaccuracies in their information he has supplied.
2. Moving on from SECA's report on traffic flow in quiet times, this is what actually happens in the area during peak traffic conditions: Kosi Road is backed up from the Barry Way roundabout to Nuggets Crossing several times weekly. Traffic is at a standstill. If you want to access Highview coming from the dam wall, the only realistic choice is Munyang – Gippsland – Jillamatong, and similar for exiting the town (or even just going to Nuggets to get groceries at Woolworths). Even when traffic is not at a complete standstill, it is often so busy that a right turn onto Barry Way from Reedy's Cutting is a much slower choice to access the town (or leave town) than using the rat run. Barry Way frequently carries more traffic than is safe. The traffic at the roundabout backs up well past Nettin Circuit. It's well known in the area that at certain times one must leave home up to half an hour or more early in order to get through that congestion in time to make appointments etc. This was not even mentioned in the "research" done by SECA.
3. It is assumed by SECA without proof that the traffic generated by the proposed childcare centre will be minimal and will be coming from within (not without) Highview. Looking at the traffic around the two childcare centres I'm familiar with (Bent Street, and Poley Cow Lane) is all the evidence I need to say SECA is incorrect. Traffic will come from many places, and will greatly increase during peak times. Barry Way, already congested during much of the day, cannot be the only "non-rat-run" access to Highview and Rural Residential estates.
4. The SECA information (paid by the developer to achieve a certain outcome) doesn't state the dates / times of the seconds it took to drive the routes described. They most certainly were not taken during times of

high traffic flow, and therefore do not provide a complete picture of the traffic situation in Jindabyne. Furthermore, the information assumes the rat-run access (one of only two road accesses proposed by the developer for the large developments) is not used by tourists. The 2003 plan for Jindabyne had already stated that lower Gippsland Street cannot sustainably take any more traffic, yet that continues to occur as development increases. They can't have it both ways: either the rat-run and lower Gippsland are NOT designed to be formal access to Highview, meaning the yet-to-be-built access to Barry Way is the ONLY access for Highview, or else the rat-run IS an access for Highview, and adding considerably to the congestion and danger in lower Gippsland.

5. **Go Jindabyne** is a state initiative that intends to promote a doubling (or more) of growth in the area, both in permanent residents and in tourist visitation. The region is already suffering traffic problems regularly during the year. Planning a major housing development catering for both permanent residents and tourists without planning adequate road infrastructure is a recipe for safety and economic failure. Ultimately, the Highview and Rural Residential developments will have between 200 and 300 lots (the numbers keep changing). Many of these are dual occupancy, and in the case of the Rural Residential, will allow for commercial accommodation such as backpackers and tourist lodges. The Snowy Monaro area depends on private motor vehicles for access around and to/from the region. Roads must be designed to accommodate periods of extreme traffic flow. If the roads do not even exist, then serious traffic congestion will become the norm for the region.
6. The recent bushfire crisis on the south coast is a good illustration of what happens when development is allowed with insufficient road access. Many stories abound of how people were unable to exit quickly and safely from the disaster as roads quickly became choked. In the 19th Century, when population was lower, and cars did not exist, one road in and out from population centres was usually adequate. That is not the case in the 21st Century, where everyone over the age of 17 seems to have their own private vehicle. Multiple vehicles per dwelling is the norm. Therefore the road congestion continues to increase – this is not just due to population increase, but also due to increase in vehicle ownership and people's ever-increasing use of personal private vehicles. This has an obvious impact on optimal design for residential areas, something overlooked by SECA in their report (or else ignored by the developer in his application).
7. Current resident experience in the Highview Estate is relevant to deciding whether the developer has provided infrastructure needed for current, let alone future, requirements. Most residents seem to agree (perhaps SMRC should poll everyone living permanently in the Estate): the current streets are too narrow. Parking is allowed both sides of the streets. At times, vehicles travelling in opposite directions cannot safely pass each other, but must give way and allow oncoming traffic through before proceeding. The narrow curving design makes it difficult for drivers to determine whether it is safe to proceed along the street, as vision is often obscured by parked trucks / utes / large boats etc. In short, most permanent residents would agree the road design is inadequate for current, let alone future, requirements. Therefore anything the developer proposes in the way of reducing road infrastructure to the estate is unlikely to be welcomed by permanent residents.

Could you please confirm that you have received this objection.



REV4001/2020 Submission 6

20th February 2020

REV 4001/2020

Dear Peter Bascomb,

This application brings sharply into focus the lack of access to this "suburb". Council needs to ensure pedestrian paths are completed before the installation of the road junction at the Barry Way/Jillamatong junction. These are 1, Connect Highview along Jillamatong to Gippsland Street. 2, Gippsland Street from 105 to 107. 3, Gippsland Street from 105 to 83. 4, Gippsland Street from Sunrise Village to Reedy's Cutting Road. 5, Reedy's Cutting Road, full length to the Barry Way. 6, From near 16 Candelbark Circuit next to the "soccer" field to Park Road & 7, Caldwell Close to the Oval Road. All these are used by schoolchildren from both schools as well as mums with prams etc. Also the requirements of the DCP are brought into focus, as they have been by others frequently.

In this application, the Barry Way/Jillamatong intersection is mentioned. The plans for this have not yet been made available, but I hope that the plans show the inclusion of a right turn lane from the Barry Way south and a merging lane for right turners from Jillamatong. This has been needed at the Reedy's/Barry Way junction for years! Also, I hope that the speed limit on the Barry Way will go to 60KMH from near to Tinworth Drive & 80KMH from Mowamba Way or Collins Road.

This application has some misconceptions that do not bear up to reality. The assumption of it being quicker to go from town via the Kosi Road and Barry Way doesn't happen in reality. Driving to the conditions in Gippsland Street I have been overtaken. At 50KMH in either direction on Gippsland Street, it won't be long before you have several vehicles behind you. Going from Munyang towards Jillamatong on Gippsland there are no junctions on your left to possibly baulk you. The Jillamatong/Gippsland junction is still unmarked, no Give-Way or Stop signage and no line marking here or centre double line along Gippsland Street. Problematic parking at this junction also, with insufficient spaces at the nearby dwellings. Using the Kosi Road/Barry Way route (even at 80KMH between the roundabouts, as often observed) there are many baulk points at cross roads and parking exits and That small roundabout. So, regardless of plans and limits, Gippsland Street is the de-facto by-pass for many. There is no requirement to Stop anywhere. "Desk-top" assumptions have little bearing in reality. These problems, and the consequences of the road changes near the school, show there is a need for a full town traffic survey.

But none of the above will probably be considered in this applications case. If the access from the Kosciusko Road is built, it would possibly have to have traffic lights or a roundabout . At the least it would have to have multiple turning lanes to maintain traffic flow and would be difficult to construct at that site. It would also create a wonderful "rat-run" for all those going south on the Barry Way. For that reason alone I'm all for it, as it may reduce the speeding traffic on Gippsland Street. If this junction is to go ahead, maybe it could have "No Right Turn" from Highview on to Kosciusko and No Right Turn from Kosciusko heading out from town (even if only at peak times?) thus giving the desired second estate exit but not disrupting traffic on Kosciusko Road?

Thank you for the opportunity to comment on these problems, as many have done previously. Hopefully council will take notice and take action.



JINDABYNE OFFICE
14 JAN 2020
SNOWY MONARO REGIONAL COUNCIL

APPLICATION TO REVIEW A DETERMINATION

Environmental Planning and Assessment Act 1979 Section 82A & Environmental Planning and Assessment Regulation 2000 C1257

IF NOT CLAIMED WITHIN SEVEN DAYS
PLEASE RETURN TO PO BOX 714 COOMA NSW 2630



OFFICE USE ONLY	
ASSESSMENT NO: <i>REV4001/2020</i>	DA NO:
FILE NO:	CC NO:

Note: Council cannot review a determination made on a complying development consent, designated development, integrated development or development by the crown.

pn 106919


APPLICANT			
First Name <i>Village Style Retirement Services Pty Ltd</i>	Phone: <i>0417 020 760</i>		
Surname/Company <i>Eria Investments Holdings Pty Ltd</i>	Fax:		
Postal Address <i>25 Prince Street</i>	Mobile: <i>0417 020 760</i>		
Town <i>WAMBERAL</i> State <i>NSW</i> Postcode <i>2260</i>	Email: <i>gherbert26@gmail.com</i>		



OWNER			
First Name <i>Village Style Retirement Services P/L</i>	Phone: <i>0417 020 760</i>		
Surname/Company <i>Eria Investments Holdings P/L</i>	Fax:		
Postal Address <i>25 Prince St</i>	Mobile:		
Town <i>WAMBERAL</i> State <i>NSW</i> Postcode <i>2260</i>	Email: <i>gherbert26@gmail.com</i>		
Signature <i>[Signature]</i>	Name <i>Graham Herbert</i>	Date <i>10/1/20</i>	
Signature <i>[Signature]</i>	Name <i>Graham Herbert</i>	Date <i>10/1/20</i>	

LAND			
No: <i>25</i>	Street: <i>HIGHVIEW ESTATE</i>	Town <i>JINDABYNE</i>	
Lot: <i>23</i>	Section:	DP/SP: <i>DP1227047</i>	Parish
Lot: <i>14</i>	Section:	DP/SP: <i>DP1246197</i>	Parish

DETERMINATION OF APPLICATION	
DA Number: <i>DA0079/2007</i>	Consent Issued Date: <i>6/11/18</i>
The Application was: <input type="checkbox"/> Approved <input type="checkbox"/> Approved with Conditions <input checked="" type="checkbox"/> Refused <i>Council Meeting 19/12/19</i>	

REASON FOR REQUEST
Why is the review being requested? <i>Refer Attached Letter</i> <i>Coastplan Consulting dated 10/1/20</i>
List any changes (attach additional information if required)

POLITICAL DONATIONS AND GIFTS DISCLOSURE STATEMENT [Sec 147(4) EP&A Act]		
Have you or any person with a financial interest in this development application made a political donation or gift within the last 2 years?		
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please complete and attach a Political Donations and Gifts Disclosure Statement.		
Applicants Signature		Name <i>GRAHAM HERBERT</i> <i>DIRECTOR</i>
		Date <i>10/1/20</i>

SIGNATURE OF APPLICANT/S		
Signature		Name <i>Graham Herbert</i>
	<i>Village Style Retirement Services Pty</i>	Date <i>10/1/20</i>
Signature		Name <i>ERINA</i>
	<i>Investments Holdings Pty</i>	Date <i>10/1/20</i>

OFFICE USE ONLY			
Review Determination: 4410-1747	\$	Receipt No:	Date Paid:

Filename: H:\flightplan\ServicePages\Documentation\Forms\Urban & Rural Planning\Word Docs\Application to review a Determination.doc

Document Number:	UR - TP - RT - FM - 00012	Issue/Revision No:	1 / 2	Page 2 of 2
Issue Date:	09-10-08	Document Number Issued By:	RMO	
Review Date:	09-10-11	Uncontrolled document when printed. Please refer to flightpl@n/intranet for controlled document		



10 January 2020

Our ref: 6004

The General Manager
Snowy Monaro Regional Council
PO Box 714
COOMA NSW 2630

S8.2(1)(b) Application
DA 00079/2006 (Mod 4009.2018) – Staged Subdivision Comprising 205 Lots at L23
DP 1227047, Lot 17 DP 1216242 & Lot 32 DP 1118132 Jillamatong Street,
Jindabyne

Dear Sir

We have enclosed an application under Section 8.2(1)(b) of the Environmental Planning and Assessment Act to review the decision to refuse part of the S4.55 application relating to the abovementioned development consent. Could you please contact Graham Herbert on 0417020760.

At the time of submitting this application, which has to be made within 28 days of the date of determination of the application, a copy of the Notice of Determination which outlined the reasons of refusal had not been issued by council. Therefore a detailed submission addressing the reasons of refusal has not been made. A further submission will be made once the NOD is available.

Should you wish to discuss this matter or require any further information, please contact me.

Yours Faithfully



Tony Tuxworth

9.1.1 MINUTES - RESIDENTIAL AGED CARE ADVISORY COMMITTEE 28 OCTOBER 2019

Record No:

Responsible Officer: Acting Director Corporate and Community Services
Author: Executive Assistant to Acting Director Corporate and Community Services
Attachments: 1. Minutes - Residential Aged Care Advisory Committee 28 October 2019

EXECUTIVE SUMMARY

The Residential Aged Care Advisory Committee meeting was held on 28 October 2019 in Cooma. The Minutes are presented for Council's information.

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

OFFICER'S RECOMMENDATION

That Council receive and note the Minutes of the Residential Aged Care Advisory Committee meeting held on 28 October 2019.



SNOWY MONARO
REGIONAL COUNCIL

Minutes

Residential Aged Care Advisory Committee Meeting

28 October 2019

**RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING
HELD IN HEAD OFFICE, 81 COMMISSIONER STREET, COOMA NSW 2630**

ON MONDAY 28 OCTOBER 2019

MINUTES

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MINUTES OF THE RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING OF SNOWY MONARO
REGIONAL COUNCIL
HELD ON MONDAY 28 OCTOBER 2019

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**MINUTES OF THE RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING
HELD IN HEAD OFFICE, 81 COMMISSIONER STREET, COOMA NSW 2630**

**ON MONDAY, 28 OCTOBER 2019
COMMENCING AT 10.04AM**

PRESENT: Daphne Bourne, Community Representative
Kevin Dunne, Community Representative (*until 11.50am*)
Angie Ingram, Community Representative
Joanne Jeanes, Community Representative
Councillor John Castellari, SMRC (*Chair*)
Bianca Padbury, Group Manager Community Support Services and Aged Care, SMRC
Sandra McEwan, EA to Acting Director Corporate and Community Services, SMRC
(*Secretariat*)

APOLOGIES: Nick Elliott, Community Representative
Maria Linkenbagh, Community Representative

1. OPENING OF THE MEETING

THE CHAIR OPENED THE MEETING AT 10.04AM WITH THE ACKNOWLEDGEMENT OF COUNTRY.

COUNCIL WISHES TO SHOW OUR RESPECT TO THE FIRST CUSTODIANS OF THIS LAND THE NGARIGO,
WALGALU, NGUNNAWAL AND BIDHAWAL PEOPLE AND THEIR ANCESTORS PAST AND PRESENT.

2. APOLOGIES

An apology for the meeting was received from Mr Elliott and Ms Linkenbagh.

3. DECLARATIONS OF PECUNIARY INTERESTS/CONFLICT OF INTEREST

Nil.

4. ADOPTION OF MINUTES OF PREVIOUS MEETING

4.1 RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING 22 JULY 2019

COMMITTEE RECOMMENDATION

RAC18/19

That the minutes of the Residential Aged Care Advisory Committee Meeting held on 22 July 2019 are confirmed as a true and accurate record of proceedings.

Moved Ms Jeanes

Seconded Mr Dunne

CARRIED

5. BUSINESS ARISING

Nil.

MINUTES OF THE RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING OF SNOWY MONARO
REGIONAL COUNCIL
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6. ACTION SHEET

6.1 RACAC ACTION SHEET - AS AT 24 OCTOBER 2019

Record No:

Responsible Officer: Group Manager Community Support Services and Aged Care
Author: Executive Assistant to Acting Director Corporate and Community Services
Key Theme: 4. Leadership Outcomes
CSP Community Strategy: 10.1 Planning and decision making is holistic and integrated and has due regard to the long term and cumulative effects
Delivery Program Objectives: 10.1.1 Council has a transparent and bold growth objective which provides a framework for decision making
Attachments: 1. RACAC Action Sheet - as at 24 October 2019
Cost Centre
Project
Further Operational Plan Actions:

EXECUTIVE SUMMARY

The Residential Aged Care Advisory Committee Action Sheet as at 24 October 2019 is attached for information.

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

COMMITTEE RECOMMENDATION

RAC19/19

That the Residential Aged Care Advisory Committee receive and note the information in the Action Sheet as at 24 October 2019.

Moved Ms Ingram

Seconded Ms Jeanes

CARRIED

7. RESIDENTIAL AGED CARE UPDATE

7.1 YALLAMBEE LODGE AS AT 30 SEPTEMBER 2019

Record No:

Responsible Officer: Group Manager Community Support Services and Aged Care
Author: Executive Assistant to Acting Director Corporate and Community Services
Key Theme: 1. Community Outcomes
CSP Community Strategy: 1.1 Quality health and well-being services that support the changing needs of the community through all stages of the lifecycle are provided through government and non-government organisations
Delivery Program Objectives: 1.1.1 Regional health and wellbeing services have been planned through

MINUTES OF THE RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING OF SNOWY MONARO
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community consultation and partnerships with other levels of
government

Attachments: Nil
Cost Centre
Project
Further Operational Plan Actions:

EXECUTIVE SUMMARY

See below the report on Yallambee Lodge as at 30 September 2019.

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

Ms Padbury spoke to the report on Yallambee Lodge and made the following comments:

- In the future, when analytics are available, information will be presented in graph format including analysis information.
 - Ms Jeanes requested information relating to actions and responses to the reported issues be provided.
- Complaints are important as they allow the staff and residents to be heard and solutions to be implemented.
- Issues with the buzzer system. Snowy River Hostel's new buzzer system is being installed this week. It will provide full analytics and a staff duress system which will make it very clear who and what is required at that time. The system is not connected to the NBN. This is the best solution for both facilities with Yallambee Lodge installation due for completion by June 2020.
 - Ms Jeanes requested that 'definitions' of issues mentioned be provided.
- There is a need to determine how everything is reported. Staying with a paper based system at the moment before going electronic.

Mr Dunne asked why the Manager of Yallambee Lodge has not been appointed and has anyone suitable been interviewed? He said to attract a quality person you need quality advertising. He believes there is a lack of RNs and that Agency nurses can't adequately address the issues.

Ms Padbury advised the following:

- Staff continuity is challenging with the RN team either wanting casual or part time work.
- The Royal Commission has resulted in a loss of staff (industry wide).
- The Manager does not need to be an RN. The Manager role is being reviewed due to changes that became evident during the broader restructure process. The Aged Care restructure has been modelled on 'best practice' and is currently under review. All staff will report to a Team Leader.
- Current occupancy of beds – 31 filled and 9 vacant.

COMMITTEE RECOMMENDATION

RAC20/19

That the Residential Aged Care Advisory Committee receive and note the report on Yallambee Lodge as at 30 September 2019.

Moved Mr Dunne

Seconded Ms Ingram

CARRIED

MINUTES OF THE RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING OF SNOWY MONARO
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7.2 SNOWY RIVER HOSTEL AS AT 30 SEPTEMBER 2019

Record No:

Responsible Officer: Group Manager Community Support Services and Aged Care
Author: Executive Assistant to Acting Director Corporate and Community Services
Key Theme: 1. Community Outcomes
CSP Community Strategy: 1.1 Quality health and well-being services that support the changing needs of the community through all stages of the lifecycle are provided through government and non-government organisations
Delivery Program Objectives: 1.1.1 Regional health and wellbeing services have been planned through community consultation and partnerships with other levels of government
Attachments: Nil
Cost Centre
Project
Further Operational Plan Actions:

EXECUTIVE SUMMARY

See below the report on Snowy River Hostel as at 30 September 2019.

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

Ms Padbury spoke to the report on Snowy River Hostel and made the following comments:

- One resident has been transferred to Sir William Hudson Memorial Centre due to behavioural issues and the need for high level care.
- Governance and risk issues around the lack of engagement of GPs with their resident patients.
- Unwitnessed falls – some residents fall frequently. They have been requested to sign the 'Risk Acknowledgement' form.
- Following a series of medication errors, staff training has been conducted to ensure staff are competent in administering medications.

COMMITTEE RECOMMENDATION

RAC21/19

That the Residential Aged Care Advisory Committee receive and note the report on Snowy River Hostel as at 30 September 2019.

Moved Ms Ingram

Seconded Ms Bourne

CARRIED

8. RESIDENTIAL AGED CARE QUALITY ASSURANCE

8.1 RESIDENTIAL AGED CARE QUALITY ASSURANCE

Record No:

Responsible Officer: Group Manager Community Support Services and Aged Care

MINUTES OF THE RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING OF SNOWY MONARO
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Author:	Executive Assistant to Acting Director Corporate and Community Services
Key Theme:	1. Community Outcomes
CSP Community Strategy:	1.1 Quality health and well-being services that support the changing needs of the community through all stages of the lifecycle are provided through government and non-government organisations
Delivery Program Objectives:	1.1.1 Regional health and wellbeing services have been planned through community consultation and partnerships with other levels of government
Attachments:	Nil
Cost Centre	
Project	
Further Operational Plan Actions:	

EXECUTIVE SUMMARY

See below the report on Residential Aged Care Quality Assurance as at 30 September 2019.

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

Ms Padbury spoke to the report on Residential Aged Care Quality Assurance and made the following comments:

8.1 Quality Indicators

- It is a legislative requirement to provide a quarterly report to the Department. The three areas covered are unplanned weight loss, pressure injuries and skin tears. The first report was just submitted, with no reason for the Agency to be alarmed. The Department wants to see the analytics and statistics for the above three areas mentioned. We will look at what information we will provide to the Committee moving forward. The Aged Care facility is responsible for funding any clinical requirements e.g. a dietician.

8.2 Fire Compliance

- It is a legislative requirement to provide a quarterly report to the Department. Council has an arrangement with Sir William Hudson Memorial Centre to share the same training provider and offer staff a combined training session if required.

8.3 Accommodation Bond and RAD Refund Report

- Transparency reporting to show there is no mismanagement of funds. A RAD statement is issued to each resident by 31 October each year. The letters are currently being prepared. The format of future reports will be revised.

COMMITTEE RECOMMENDATION

RAC22/19

That the Residential Aged Care Advisory Committee receive and note the report on Residential Aged Care Quality Assurance as at 30 September 2019.

Moved Ms Bourne

Seconded Ms Ingram

CARRIED

MINUTES OF THE RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING OF SNOWY MONARO
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9. GENERAL BUSINESS

9.1 APPOINTMENT OF MANAGER FOR YALLAMBEE LODGE

Item 9.1 discussed under 7.1 Yallambee Lodge as at 30 September 2019 update.

9.2 MINUTES - RESIDENT RELATIVE MEETINGS AT SNOWY RIVER HOSTEL

Ms Jeanes requested to receive the Minutes from the Resident Relative meetings and perhaps a Newsletter to keep the relatives more informed about activities at Snowy River Hostel.

ACTION:

Ms Padbury to ensure that Ms Jeanes is on the email mailing list for Minutes of the Resident Relative Meetings at Snowy River Hostel.

Mr Dunne left the meeting at 11.50am during discussion on Item 9.3.

9.3 STAFF EDUCATION WORKSHOPS

Ms Padbury advised the following staff education workshops have been held:

- Lifestyle – lifestyle activities and group outings will be delivered by one staff member. Calendars are being produced now. Currently looking for more volunteers to assist.
- Wound Care, Skin Tears, Medication, Aged Care Standards, Cooks in IDDSI – how to prepare food for residents with swallowing difficulties.
- Other mandatory training.

ACTION:

Ms McEwan to add an additional Agenda item before General Business for future meetings – Staff Education Workshops.

9.4 RISKS - AUDITS

Ms Padbury reported on:

- Reaccreditation is due by May 2020 but any time from November 2019 is possible. Working on improving the standard of documentation. Errors in documentation can create a risk – regardless if the job was undertaken to the level required. Training to upskill staff is occurring.

ACTION:

Ms McEwan to add an additional item to the Residential Aged Care Quality Assurance report as:
8.2 Risks - Audits

9.5 JINDABYNE AGED CARE STEERING COMMITTEE

Councillor Castellari gave the following update:

MINUTES OF THE RESIDENTIAL AGED CARE ADVISORY COMMITTEE MEETING OF SNOWY MONARO
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- Initial meeting took place on 8 October 2019.
- Slow process but the community is motivated.
- Currently working on obtaining Provider status through care packages.
- No confirmation of acquisition of land in Jindabyne.
- Requested that Ms Padbury meet with the community regarding the future of Aged Care in Jindabyne.

ACTION:

That Ms Padbury meet with the community regarding the future of Aged Care in Jindabyne.

10. MATTERS OF URGENCY

Nil.

11. NEXT MEETING

Monday, 24 February 2020 in the Berridale Office commencing at 9.30am.

The meeting was subsequently postponed and rescheduled on Monday, 16 March 2020 in the Cooma Office commencing at 9.30am.

There being no further business the Chair declared the meeting closed at 12.06pm.



CHAIRPERSON

The above minutes of the Residential Aged Care Advisory Committee Meeting of Snowy Monaro Regional Council held on 28 October 2019 were confirmed by Committee at a duly convened meeting on 16 March 2020 at which meeting the signature hereon was subscribed.

9.1.2 WAIVER OF 2019/2020 FOOD PREMISES INSPECTION FEES

Record No:

Responsible Officer:	Acting Director Environment & Sustainability
Author:	Manager Public Health and Environment
Key Theme:	1. Community Outcomes
CSP Community Strategy:	3.2 Positive social behaviours (including law and order) are fostered and encouraged to maintain our safe, healthy and connected communities
Delivery Program Objectives:	3.2.1 Council's public health and regulatory responsibilities are planned for and delivered to facilitate a safe community and raise awareness
Attachments:	Nil
Cost Centre	1010
Project	Waiver of 2019/2020 Food Premises Inspection Fees
Further Operational Plan Actions:	Nil

EXECUTIVE SUMMARY

The recent bushfires and present COVID-19 Pandemic have created a set of circumstances which has negatively impacted the economic viability of many food businesses across the Snowy Monaro region.

NSW Food Authority has a partnership with the 128 local councils across NSW, who conduct regular inspections of retail food businesses in their local area. Snowy Monaro Regional Council is a signatory to this partnership. The general advice to councils undertaking regulatory functions during COVID-19 from the Office of Local Government and NSW Food Authority is that critical services such as food safety inspections should still be carried out.

Council charges fees in accordance with the *Local Government Act 1993* and the *Food Regulation 2015* for inspections and administration. Recent feedback from a number of businesses is that they are not in a financial position to pay the fees charged by Council

The following recommendation is submitted for Council's consideration.

OFFICER'S RECOMMENDATION

That Council:

- A. Waive inspection fees for all food premise inspections conducted in the 2019/2020 financial year.
 - B. Refund inspection fees paid to date for food premise inspections undertaken in the 2019/2020 financial year.
-

BACKGROUND

Council's Environmental Health officers are authorised officers under the *Food Act 2003* and regulate food safety practices in accordance with the Australian New Zealand Food Standards Code. The cost of undertaking food business regulation is charged as a fee to the proprietors of the food premises in accordance with legislation and Council's Schedule of Fees & Charges. The current fees are in accordance with the tabled fees in the *Food regulation 2015* and based on the number of food handlers working within the business. The fee for food businesses with less than six (6) employees is \$295 annually and for businesses with more than six (6) employees it is \$615 annually. Clause 15 (9) of the *Food Regulation 2015* gives enforcement agencies the ability to waive the fees. Proprietors of food businesses are generally invoiced by Council after they are inspected.

The summer of December 2019 through to February 2020 saw some of the worst bushfires in Australian history. The bushfires caused the closure of the Kosciuszko National Park and numerous roads, resulting in the loss of summer tourist trade. The loss of the summer tourists had a negative impact on many of the food premises within the region. While some food premises increased their trade during this time, providing food and beverages to emergency services, the majority suffered significant financial losses.

On 23 March 2020, the NSW Government increased restrictions across the state to deal with the public health risk of COVID-19. The restrictions have limited food premises capacity to trade, thereby impacting their financial stability. At the time of writing this report the following restrictions applied to operations of all NSW food premises:

- micro-breweries, small distilleries and cellar door premises are closed with the exception of selling food or beverages for customers to consume off the premises
- pubs and registered clubs are closed with the following exceptions:
 - the sale of food or beverages for customers to consume off the premises
 - providing hotel or motel accommodation, as well as food or beverages to guests to consume in their rooms.
- all seated dining areas at food premises are closed, and their operations restricted to the sale of food and beverages to be consumed off the premises.

Additionally, on 31 March 2020, the NSW Government introduced a Public Health Order requiring the people of NSW to stay home unless they have a reasonable excuse. These added restrictions on the movement of people have further reduced the income potential of food premises in the Snowy Monaro Region.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Psychological experts agree that the physical and psychological impacts of imposed quarantine, self-isolation, physical distancing and separation from loved ones caused by COVID-19 can exacerbate or trigger the symptoms of mental health issues. Anxiety disorders such as health anxiety, hoarding disorder, obsessive compulsive disorder (OCD), agoraphobia and panic disorder

can be particularly affected. The same experts identified that caring for ourselves and others and spreading kindness is essential if we are to get through this period as a community.

The proposed recommendations recognise that proprietors of food premises are under increased psychological stress caused not only by the events mentioned, but from the financial consequences cause by the restrictions. Relaxing the requirement to pay an inspection fee in 2019/2020 financial year demonstrates to proprietors of food premises that Council cares about its community.

2. Environmental

The proposed recommendations have no environmental consequences.

3. Economic

The approval of the recommendations in this report will reduce Council’s revenue for the 2019/2020 budget period by the amount of \$25,000.

Estimated Expenditure	Amount	Financial year	Ledger		Account string															
Food Premises Fees Owning	\$21,875	2019/20	G	L	1	0	1	0	1	0	1	0	0	1	4	1	1	6	4	
Food Premises Fees Received	\$3,125	2019/20	G	L	1	0	1	0	1	0	1	0	0	1	4	1	1	6	4	
	\$																			
Funding (Income/reserves)	Amount		Ledger		Account string															
	\$																			
	\$																			
	\$																			

4. Civic Leadership

The recommendations in this report align with the COVID-19 economic objectives of both the Commonwealth and NSW Government. As such, Council will be demonstrating civic leadership by approving the recommendations.

9.1.3 MONTHLY FUNDS MANAGEMENT REPORT - MARCH 2020

Record No:

Responsible Officer: Director Corporate and Community Services
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:

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 31 March 2020.

Cash and Investments are \$81,405,663.

Certification

I, Matt Payne, Responsible Accounting Officer of Snowy Monaro Regional Council hereby certify, as required by Clause 212 of the Local Government (General) Regulation 2005, that investments as detailed in this report have been 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 31 March 2020.
- B. Receive and note the Certificate of the Responsible Accounting Officer.

BACKGROUND

Council's Cash and Investments 31 March 2020:

Cash at Bank	1,495,956
Investments	79,909,707
Total	81,405,663

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Total Cash and Investments are available to provide services and infrastructure to the community in accordance with the 2020 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 \$79,908,654 on 29 February 2020.

Investment Register – 31 March 2020:

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	1,703,819	0.65%	At Call
n/a	Westpac Bank - At Call	A1+	AA-	At Call	205,888	0.10%	At Call
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	1.56%	23-Jun-21
26-Jun-17	Bank of Queensland	A2	BBB+	TD	4,000,000	3.30%	25-Jun-21
29-Aug-17	Westpac Bank	A1+	AA-	TD	4,000,000	1.76%	29-Aug-22
15-Sep-17	Westpac Bank	A1+	AA-	TD	1,000,000	1.49%	15-Sep-21
26-Jun-18	Bendigo and Adelaide Bank	A2	BBB+	TD	4,000,000	2.90%	25-Jun-20
29-Jun-18	National Australia Bank	A1+	AA-	TD	4,000,000	2.96%	29-Jun-23
11-Sep-18	RaboDirect	A1	A	TD	2,000,000	3.33%	08-Sep-23
13-Sep-18	AMP Bank	A2	BBB+	TD	2,000,000	2.85%	14-Sep-20
21-Nov-18	AMP Bank	A2	BBB+	TD	1,000,000	2.65%	21-May-20
17-Dec-18	Rabobank Australia	A1	A	TD	2,000,000	3.15%	16-Dec-22
19-Dec-18	Bendigo and Adelaide Bank	A2	BBB+	TD	2,000,000	2.80%	17-Dec-20
10-Apr-19	Bankwest	A1+	AA	TD	1,000,000	2.20%	09-Apr-20
08-May-19	National Australia Bank	A1+	AA-	TD	1,000,000	2.30%	07-May-20
07-Jun-19	Rural Bank Limited	A2	BBB+	TD	4,000,000	2.10%	09-Jun-20
08-Aug-19	AMP Bank	A2	BBB+	TD	1,000,000	2.00%	07-Aug-20
27-Aug-19	ING Bank	A1	A	TD	3,000,000	1.44%	31-Aug-21
09-Sep-19	Macquarie Bank Limited	A1	A+	TD	3,000,000	1.55%	03-Sep-20
10-Sep-19	National Australia Bank	A1+	AA-	TD	3,000,000	1.65%	09-Sep-20
17-Sep-19	Bank of Queensland	A2	BBB+	TD	1,000,000	1.85%	19-Sep-23
23-Oct-19	Bank of Queensland	A2	BBB+	TD	1,000,000	1.80%	23-Oct-23
28-Oct-19	Suncorp Bank	A1	A+	TD	1,000,000	1.58%	28-Apr-20
26-Nov-19	Suncorp Bank	A1	A+	TD	1,000,000	1.50%	21-Aug-20
03-Dec-19	Australian Military Bank	A2	BBB+	TD	1,000,000	1.72%	02-Dec-21
05-Dec-19	Suncorp Bank	A1	A+	TD	2,000,000	1.50%	31-Aug-20
13-Jan-20	Macquarie Bank Limited	A1	A+	TD	8,000,000	1.60%	14-Apr-20
26-Feb-20	Westpac Bank	A1+	AA-	TD	2,000,000	1.48%	24-Feb-21
27-Feb-20	MyState Bank Limited	A2	BBB+	TD	4,000,000	1.65%	23-Nov-20
05-Mar-20	Macquarie Bank Limited	A1	A+	TD	1,000,000	1.60%	30-Nov-20
06-Mar-20	ING Bank	A1	A	TD	1,000,000	1.45%	05-Mar-21
12-Mar-20	Rural Bank Limited	A2	BBB+	TD	4,000,000	1.20%	17-Mar-22
17-Mar-20	ING Bank	A1	A	TD	1,000,000	1.63%	17-Mar-25
19-Mar-20	ME Bank	A2	BBB	TD	2,000,000	1.25%	19-Mar-21
20-Mar-20	Bank of Queensland	A2	BBB+	TD	1,000,000	1.85%	19-Mar-25
					79,909,707		

Understanding Ratings:

Credit ratings are one tool used by Council when making decisions about purchasing fixed income investments. Credit ratings are opinions about credit risk.

Standard & Poor's ('S&P') is considered one of the Big Three credit-rating agencies, which also include Moody's Investors Service and Fitch Ratings. S&P publishes financial research and analysis on stocks, bonds and commodities. S&P is known for its stock market indices such as the U.S. based S&P 500, the Canadian S&P/TSX, and the Australian S&P/ASX 200. S&P ratings express their opinion about the ability and willingness of an issuer, such as a corporation, to meet its financial obligations in full and on time. Credit ratings are not absolute measure of default probability. Since there are future events and developments that cannot be foreseen, the assignment of credit ratings is not an exact science.

Credit ratings are not intended as guarantees of credit quality or as exact measures of the probability that a particular issuer will default. S&P issues both short-term and long-term credit ratings. Below is a partial list based, on Council's Investment Register.

Short-term credit ratings (term less than 1 year)

S&P rates the issuer on a scale from A1 to D. Within the A1 category it can be designated with a plus sign (+). This indicates that the issuer's commitment to meet its obligation is very strong.

A1: obligor's (*a person or corporation who owes or undertakes an obligation to another by contract or other legal procedure*) capacity to meet its financial commitment on the obligation is strong.

A2: is susceptible to adverse economic conditions however the obligor's capacity to meet its financial commitment on the obligation is satisfactory.

Long-term credit ratings (term greater than 1 year)

S&P rates the issuer on a scale from AAA to D. Intermediate ratings are offered at each level between AA and CCC (for example; BBB+, BBB).

AA: has very strong capacity to meet its financial commitments. It differs from the highest-rated obligors (rated AAA) only to small degree. Includes AA-.

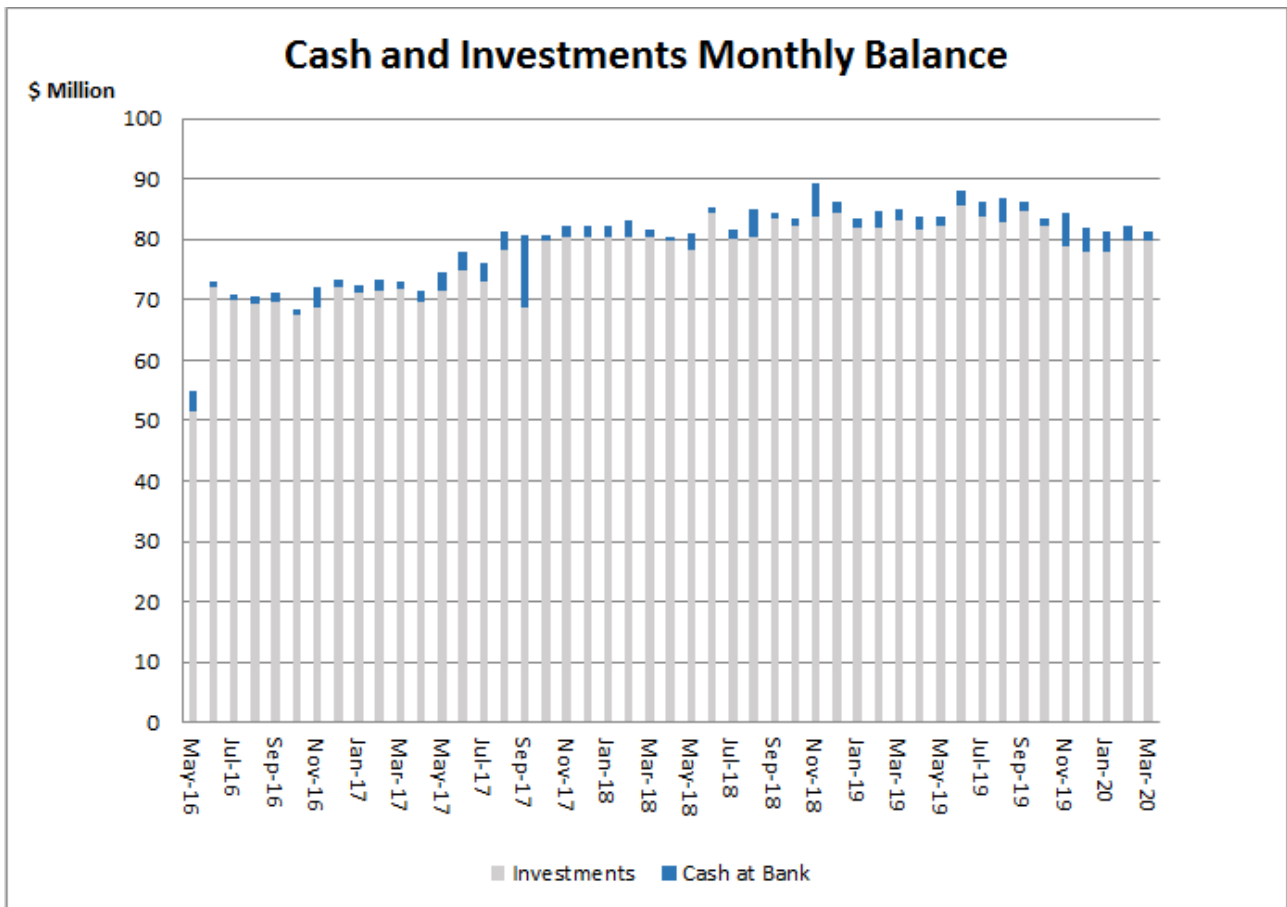
A: has strong capacity to meet its financial commitments but is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligors in higher-rated categories.

BBB: has adequate capacity to meet its financial commitments. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity of the obligor to meet its financial commitments.

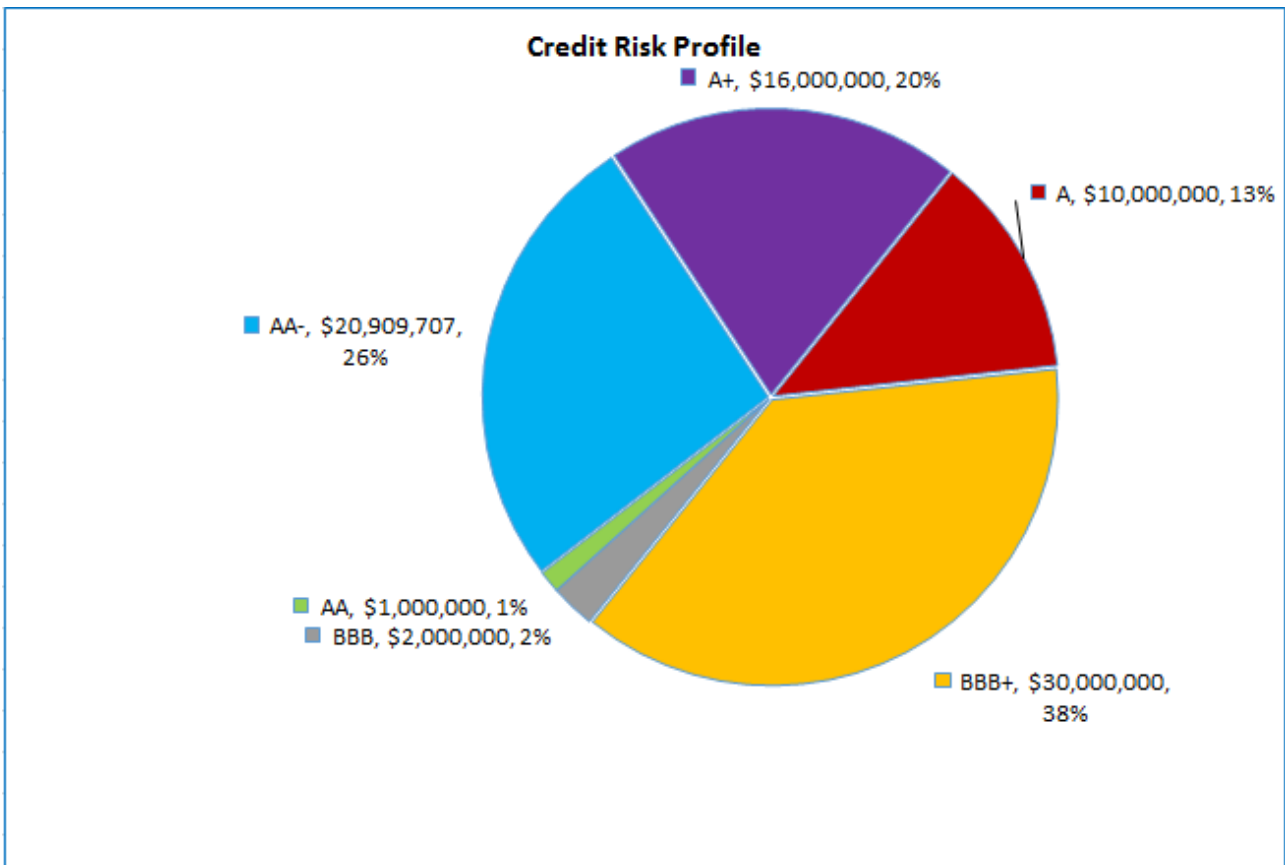
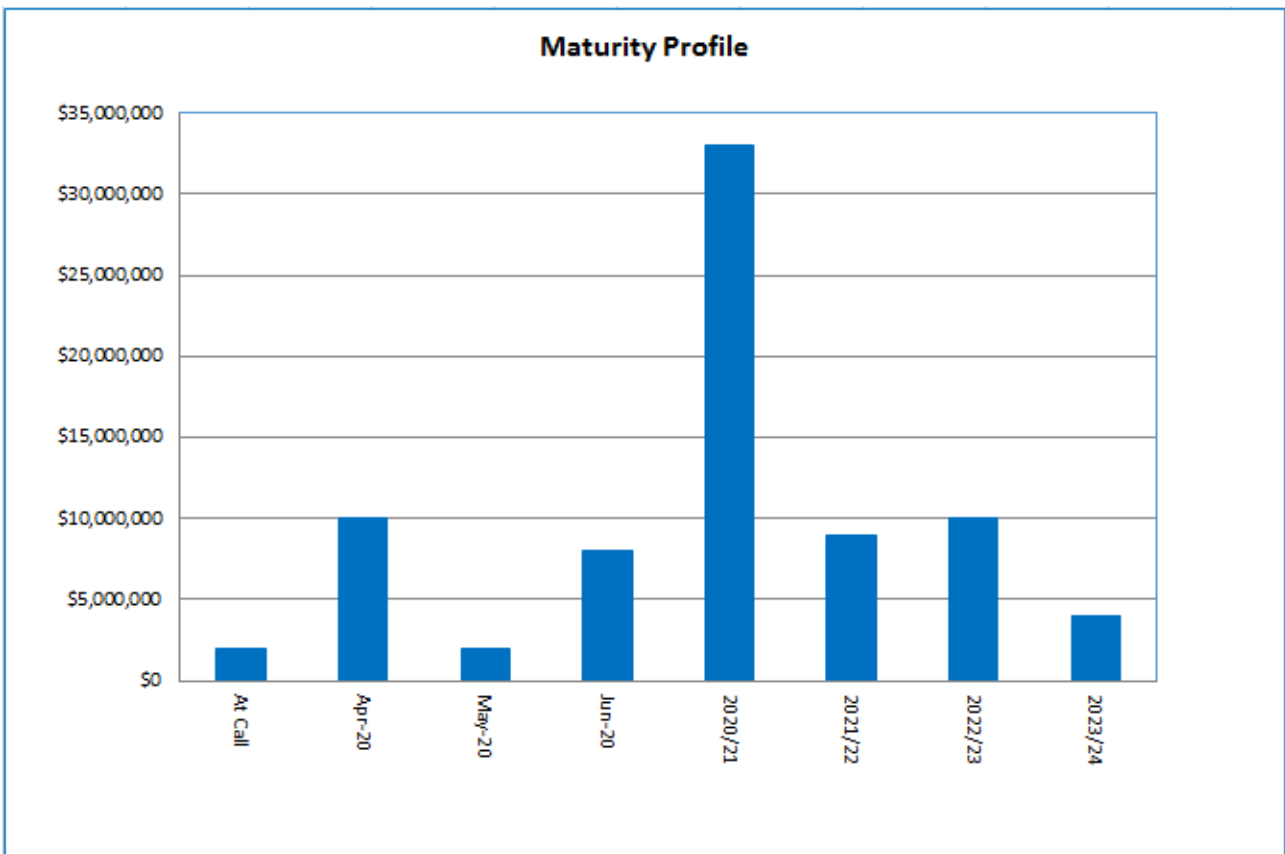
Ratings from 'AA' to 'CCC' may be modified by the addition of a plus (+) or minus (-) sign to show relative standing within the major rating categories.

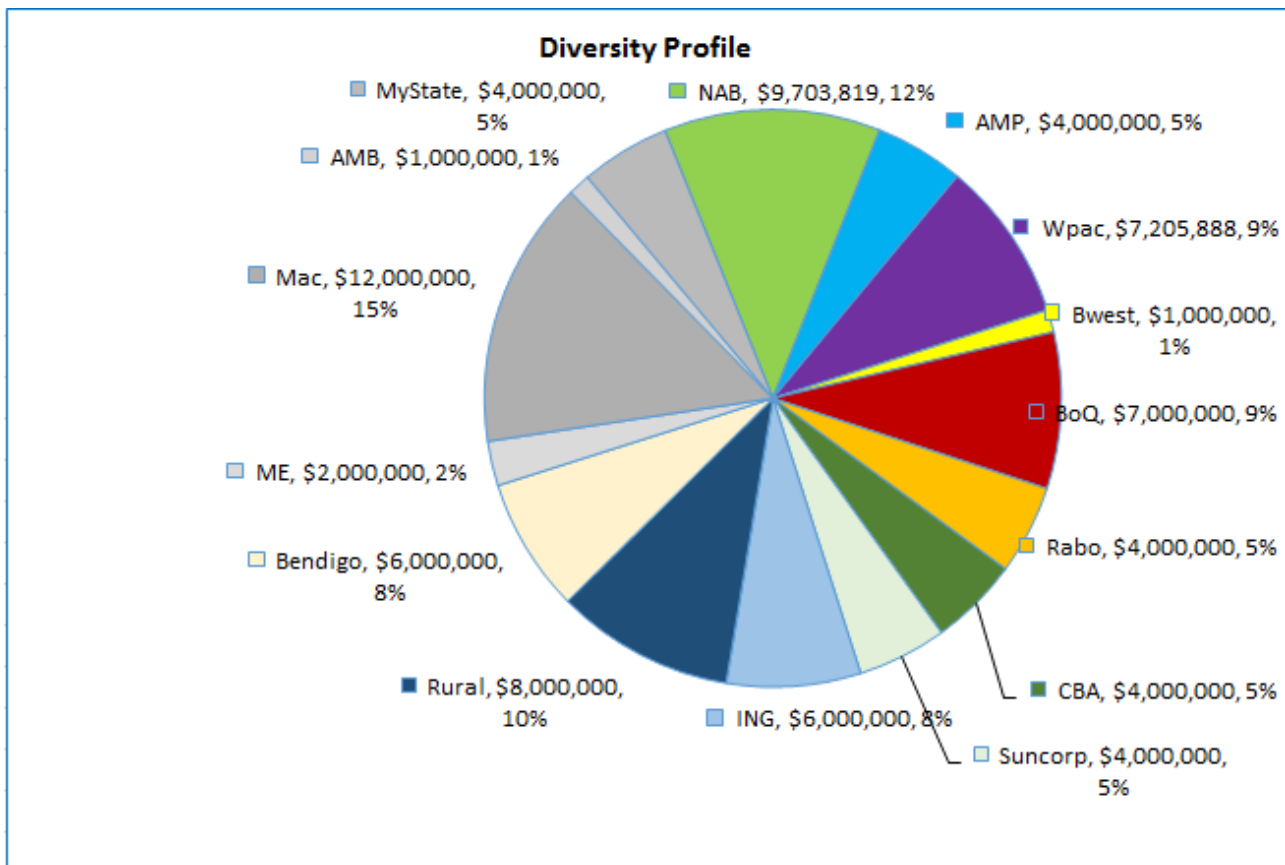
Source: S&P Global Ratings

Cash and Investments Charts:



9.1.3 MONTHLY FUNDS MANAGEMENT REPORT - MARCH 2020





Investment Portfolio Return:

Benchmarking is used by Council as a gauge for the performance of its portfolio against its investing universe (*universe*: securities sharing a common feature – liquidity, return patterns, risks and ways to invest). A suitable benchmark to review the return on Council’s portfolio is the Bank Bill Swap Rate (BSW), or Bank Bill Swap Reference Rate – a short-term interest rate used as a benchmark for the pricing of Australian dollar derivatives and securities – most notably floating rate bonds.

Month	YTD Annualised Return	Monthly Average Interest Return	90 Day Bank Bill*	Margin
March	2.25%	2.00%	0.37%	1.63%
February	2.28%	2.11%	0.85%	1.26%
January	2.30%	2.15%	0.89%	1.26%
December	2.33%	2.17%	0.92%	1.25%
November	2.36%	2.26%	0.89%	1.37%
October	2.37%	2.25%	0.93%	1.32%
September	2.41%	2.31%	0.95%	1.36%
August	2.46%	2.48%	0.97%	1.51%
July (2019)	2.45%	2.45%	1.01%	1.44%

****The Australian Financial Market Association (AFMA)***

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.

9.1.4 REVIEW OF LEASE PAYMENTS - COVID-19

Record No:

Responsible Officer:	Acting Director Operations and Infrastructure
Author:	Property Officer
Key Theme:	4. Leadership Outcomes
CSP Community Strategy:	10.2 Sound governance practices direct Council business and decision making
Delivery Program Objectives:	10.2.2 Councillors are supported to make informed decisions in the best interest of the community and to advocate on behalf of the community
Attachments:	Nil
Cost Centre	3020
Project	
Further Operational Plan Actions:	

EXECUTIVE SUMMARY

Council has residential and commercial Leases and Licences over council land and properties in the region.

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

OFFICER'S RECOMMENDATION

That Council

- A. Approve a reduction in fees and charges for commercial and community group Leases/Licences for tenants affected by the impact of the bushfires and COVID-19 for the period 1 January 2020 to 30 June 2020.
- B. That the reduction be based on the drop in revenue experienced by the tenant during the period of 1 January 2020 to 30 June 2020 compared to the same period in 2019; and
- C. That the CEO be authorised to apply a reduction to tenants based on the current revenue impacts identified by the tenant with and adjustment to be made following the end of the reduction period for the actual drop in revenue experienced.

BACKGROUND

The COVID-19 crisis is an unprecedented and extraordinary event and could not have been foreseen. This outbreak is being managed as a health emergency across Australia.

Council has currently received three requests for lease fees to be waived (attached in confidential section). Due to the expectation that more requests will come a report has been put to Council to allow Council to determine its position on fee relief in relation to the COVID-19 Pandemic and the evolving economic downturn.

Council is the landlord of a number of tenants and at least some of those tenants have been impacted. There is an expectation that landlords share the impacts with tenants. A moratorium was considered, but in the main where tenants have suffered a decrease in revenue it is considered unlikely at the end of the period of impacts it is unlikely that they will be in a position to pay rent as well as repay the deferred rent. For this reason a sharing of the pain through a proportionate waiving of rents or charges is seen as an equitable approach which allows the Council's tenants to be able to recover from any impacts they are currently experiencing.

The table provided in the confidential business papers lists licences and leases, a total revenue figure for 2018/2019 FY and an indication of revenue loss for both a three month and six month waiver of total fees.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Council aspires to have a positive social impact for the community.

2. Environmental

No foreseen environmental impacts.

3. Economic

Council raises \$702,000 from lease fees and charges. This means waiving all of the lease charges for six months will reduce the income of the Council by \$351,000 and three months by \$175,000. The final expected amount as yet remains unknown, however, any reduction will need to be offset by a reduction in expenditure on either projects or services.

4. Civic Leadership

The Council remains committed to supporting the community through COVID-19.

9.2.1 MONARO RAIL TRAIL DRAFT FEASIBILITY REPORT

Record No:

Responsible Officer:	Group Manager Economic Development and Tourism
Author:	Recreation Planner
Key Theme:	2. Economy Outcomes
CSP Community Strategy:	6.1 The Snowy Monaro region is a destination that offers a variety of quintessential year – round experiences, attractions and events
Delivery Program Objectives:	6.1.1 Promote tourism and enhance the Snowy Monaro Region as a year round destination of choice through a collaborative approach between all stakeholders and interest groups
Attachments:	Nil
Cost Centre	7020
Project	Monaro Rail Trail Draft Feasibility Study Report
Further Operational Plan Actions:	

EXECUTIVE SUMMARY

At the Council meeting held 21 November 2019, Council was updated on the completion of the Monaro Rail Trail Feasibility Study report. The draft report presented a number of potential positive outcomes for the region if the rail trail were to become a reality and at a high level recommended that the trail should proceed. However, this was premised on a number of conditions that would need to be considered if the project were to continue progressing towards construction. One of the major issues pertaining to the development of the trail includes the recommendation that the rail line should not to be reinstated within the same corridor as this would impact the rail trail viability to such a degree that it would no longer be feasible.

The Draft report was placed on public exhibition for a 13 week period between 27 November 2019 and 28 February 2020. A total of 611 submissions were received. A total of 95% of those submissions were in support of the proposed rail trail. Landholders along the rail corridor were notified in writing regarding the exhibition of the draft feasibility report to provide them with every opportunity to make a submission.

The following report provides a summary of the feedback and recommendations provided by the general public during the consultation period.

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

OFFICER'S RECOMMENDATION

That Council

- A. Receive and note the report
 - B. Provide in-principle support for the Monaro Rail Trail noting that the rail line easement is not Council's asset, and subject to parts C and D of this recommendation.
 - C. Prior to forming a final position on the use of the rail corridor, Council consider at a future
-

date the recommendations of the state government feasibility study into the reinstatement of the Queanbeyan to Bombala rail (train) line and extension to Eden, once these recommendations are known.

- D. Prior to forming a final position on the use of the rail corridor, Council consider at a future date a report examining the specific conditions highlighted in the final rail trail feasibility report in detail, including the likely implications of these conditions for Council including the capital and ongoing costs likely to be involved, and the potential funding source(s) for these costs.

BACKGROUND

At the Council meeting held 21 November 2019 Council were updated on the outcome of the Draft Monaro Rail Trail Feasibility report.

The study recommends that the proposed rail trail proceed and considers that it is a feasible project, subject to a number of conditions being met. The following information summarises the major outcomes of the study as recommended by Transplan Pty Ltd:

- The proposed Rail Trail would be a world class trail attracting national and international tourism similar to the Otago Rail trail in New Zealand.
- The proposed cost would be \$48m unsealed or up to \$63m sealed (a sealed service would attract more users).
- The predicted economic benefits of the proposed rail trail include that it would inject up to \$19m (Michelago to Bombala) or \$24m (Queanbeyan to Bombala) of additional expenditure into the local economy per year plus stimulate business growth.
- The proposed rail trail would provide a recreation experience for a range user groups. This includes walking, cycling, and off road cycle touring.
- When compared with other rail trails assessed in NSW and Queensland, each individual section of the proposed Monaro Rail Trail rates highly. This is mainly due to the presence of a town (with services) at both ends, wonderful scenery along the way and proximity to potential users/markets.
- Estimated maintenance costs are provided in stages. Whilst each stage varies the overall estimates are \$852,000 per year (Queanbeyan to Bombala) or \$660,000 per year (Michelago to Bombala). Funding this amount may require either a special rate variation, or funding from within existing operational budgets with a corresponding reduction in service provision for other general fund activities; or a combination of both.
- Maintenance costs can be significantly lowered by 'Friends of' groups doing volunteer maintenance but in the experience of the authors the degree of involvement and commitment of such groups varies with each trail.

The conditions upon which the rail trail should proceed are:

- The NSW Government does not proceed with the reinstatement of a train service.
- The Queanbeyan Palerang Regional Council (QPRC) resolving to actively support support the development of a trail on the disused railway corridor within its area. No commitment from QPRC does not mean the trail should not proceed. A shorter rail trail between Michelago and Bombala would be successful.

- A Committee of Management, comprising (at least) representatives of both Councils, the Friends of the Monaro Rail Trail Inc, the Cooma Monaro Railway Inc. and the Friends of the Bombala Railway Inc, the NSW Rural Fire Service, residents of the communities, local landcare groups, local business proprietors and adjoining landowners, be formed to guide the ongoing planning, design and construction, management and maintenance of the proposed Monaro Rail Trail and the former railway corridor.
- Both Councils (or a Committee of Management) being prepared to accept vesting of the entire former railway corridor between Queanbeyan and Bombala, with an acknowledgement that sub-leases may be required to permit other activities (if appropriate) such as the possible future activities of the Cooma Monaro Railway Inc, and the Friends of the Bombala Railway Inc.
- A cooperative approach with the Cooma Monaro Railway Inc and the Friends of the Bombala Railway Inc be forged with regard to the shared use of the former railway station precincts at Cooma and Bombala.
- Detailed Trail Development Plans for the rail trail being prepared. This would involve a thorough and comprehensive examination of the entire corridor, the preparation of detailed works lists and cost estimates.
- A comprehensive program of one-on-one discussions on-site with affected adjoining landowners be undertaken to ascertain their individual concerns and to work out together solutions to each issue raised.
- The project proponents (the two Councils) seek funding from external sources (notably the NSW Government and Commonwealth Government) for the construction of the proposed rail trail, and identify revenue sources for annual maintenance.
- The preparation of a Corridor Management Plan before construction. This would include a comprehensive maintenance program and bushfire management plan.
- The proposed Committee of Management give consideration to the appointment of a trail manager so that landowners have a direct point of contact for issue resolution.

The Draft Monaro Rail Trail Study report was placed on public exhibition between 27 November 2019 and 28 February 2020. An extensive consultation process has been undertaken as part of the feasibility study project. The consultation phases are summarised below:

- Press release and a letter to adjoining landholders was sent in June 2019. Over 500 residents within 150m of the railway corridor received the letter. Both media release and letter alerted the community to a consultation event held to discuss the rail trial project.
 - The consultation event involved hosting a series of Open Houses at each major town near the proposed rail trail corridor. A total of 104 people attended the open house sessions. A further 509 on-line surveys were received via the Snowy Monaro Rail Trail 'Your Say' platform.
 - Generally the majority of those that participated were supportive of the proposed rail trail. There were some participants that were opposed to the project. The issues and concerns raised by those opposed to the rail trail have been addressed in the draft feasibility study.
 - The Draft Feasibility Study Report was received at the Council meeting held 21 November 2019. Council endorsed the release of the Draft Report for public comment over an 8 week
-

period. A further extension of the exhibition period was later recommended. The total exhibition period was 13 weeks.

- Letters were sent to the adjoining landholders. Over 500 residents within 150m of the railway corridor received the letter. The letter notified residents that the draft report was on public exhibition. Instruction was given on where to make a submission.
- A total of 611 Submissions were received during the Draft Feasibility Report Public exhibition period. 591 responses were received via an online survey at the Snowy Monaro Your Say platform. A further 20 submissions were received via Council's e-mail account.

Community feedback Results

From the 611 responses received, 95% supported the development of the rail trail, 3% were opposed and 1.2% were undecided (the remaining 0.8% skipped the survey question). If the rail trail project were to proceed 37% thought the surface should be sealed, 23% unsealed and 40% were undecided.

A cross- representation of comments supporting the rail trail is as follows:

- Great for tourism, fitness and development of the Snowy Region. The project would have significant economic benefits
 - If the rail connection is not going ahead to Eden then the rail trail is a good option. A very good use for an unused resource
 - Research shows that rail trails work economically for towns and villages. They also provide a vibrant place to socialise and enhance social wellbeing. Long term abandoned corridors provide nothing.
 - Rail trails are an excellent way of providing relatively safe cycling environments and are also a bonus to local tourism and business.
 - It is state owned infrastructure that should continue to serve the interests of the public: in this case their health and wellbeing.
 - Rail trails bring in tourists and money to the local community. They are lots of fun to ride.
 - Rail trails are a safe family friendly and interesting re-use of the old rail network/alignments.
 - Rail trails are a wonderful way for people of all ages to enjoy the outdoors and exercise.
 - This is a highly scenic region for which current cycling option (Monaro Hwy) is incredibly dangerous. This would create significant cycle tourism in the region
 - It is a win win. A great trail for walkers, runners and cyclists. Which at the same time will bring in much needed tourist dollars to local communities particularly during the traditional off- season.
 - Several submissions stated a willingness to form a management group that would assist with ongoing maintenance. An appropriate governance model and ongoing source of funding for maintenance should be determined before the project proceeds further.
-

- Several submissions suggest that if reinstatement of the railway line is found feasible that the trail should still be considered.
- Several submissions state that they disagree with the \$850,000 estimate to maintain the proposed trail. The estimate is based on generic US data and is unlikely to be appropriate here. Average maintenance costs would likely be significantly less when compared to other rail trail projects.

A cross-representation of comments from those opposed to the rail trail (i.e. an explanation for not supporting the proposed rail trail) is as follows:

- I don't want the rail corridor to be decommissioned for a bike trail. Once lost as a rail corridor, it would be next to impossible to reinstate it for rail transport
 - It would be unwise for Council to spend ratepayers' money on 1) destroying what rail infrastructure remains, and 2) building new infrastructure that would need to be demolished should the freight and passenger rail proposal be approved.
 - I live along the proposed trail and I'm concerned about privacy.
 - I consider the route is too exposed to wind and extreme temperatures to be a viable recreational cycle route
 - Due to the mess that some riders and hikers leave. Because of no fences a lot believe the rail corridor is theirs and do what they like.
 - I think the money spent on the trail could be better spent elsewhere. Only a small percentage of the population ride bikes so it won't benefit the majority.
 - It's a waste of Council money, which could be better used for other local projects or community funding
 - Too many properties involved with many livestock issues.
 - The section of rail line that has been used by the Heritage Rail Society needs to be retained for the line to reopen again for the community and tourists.
 - This will be another way to access private properties and have the opportunity to steal! More rubbish will be left behind by users.
 - Once the novelty wears off rate payers will be left paying for the up keep of something that will rarely get used.
 - The proposed train line service benefits would be materially larger and multifaceted than those achieved from the proposed rail trail
 - The feasibility study report does not adequately address the full scale of investment required. There are major cost exclusions and material estimations errors throughout
 - The feasibility study report provides no net present value analysis. Many of the claimed benefits will require adjoining landholders and businesses to offer accommodation and related services. This would take time to investigate and establish.
-

4. Civic Leadership

Council, by leading and participating in the development of the Monaro rail trail feasibility study project, is pursuing key priorities identified by the community.

The Monaro Rail Trail Committee (independent of Council) raised \$10 000 to undertake a pre-feasibility study. This was completed by TRC Tourism in December 2018. Council have previously committed \$75 000 to undertaking a full feasibility study at the Council meeting held 19 October 2017.

Council was updated on the pre-feasibility study report and recommendations for the contract scope at the Council workshop held on 17 January 2019 in Bombala. At the Council meeting held 21 March 2019 Council endorsed the contract brief to seek quotes and appoint a suitable contractor to undertake the feasibility study.

Council was again updated on the study progress and outcomes of the community consultation phases at the Council meeting held 19 September 2019. The draft feasibility report was presented to Council at the Council meeting held 21 November 2019.

9.2.2 BOMBALA COMMERCIAL PRECINCT PAINTING

Record No:

Responsible Officer:	Acting Director Environment & Sustainability
Author:	Economic Development Officer
Key Theme:	2. Economy Outcomes
CSP Community Strategy:	6.2 Encourage and promote vibrant towns and villages, acknowledging and celebrating the unique heritage and character of each town
Delivery Program Objectives:	6.2.3 Council celebrates, supports and promotes the uniqueness and heritage characteristics of each town and village
Attachments:	Nil
Project	

EXECUTIVE SUMMARY

In 2017, Council resolved to provide \$10,000 to the Bombala and District Chamber of Commerce (the Chamber) to purchase paint for their "Paint the town RAD" project. The 'Paint the Town Rad' idea was to involve the community coming together to paint the facades of the buildings in the main street.

To date, the Chamber have found the administration process determined in the resolution to claim the \$10,000 burdensome and they have not claimed the funding. This report recommends Council amend the resolution to help facilitate payment.

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

OFFICER'S RECOMMENDATION

That Council

- A. Note the previous resolution ADA96/16 adopted by the Administrator;
- B. Note the previous resolution 297/17 adopted by Council;
- C. Rescind Part C of resolution 297/17 and replace it with:

Authorise expenditure of \$10,000 directly to the Bombala and District Chamber of Commerce to assist with the current street upgrade project. The Chamber must agree to use the money on paint and provide supporting documentation to Council once the project is completed.

BACKGROUND

On 21 December 2016, the Council Administrator approved the following recommendation:

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

COMMITTEE RECOMMENDATION	ADA 93/16
That Council	
A. Liaise with the Bombala Chamber of Commerce to potentially develop a strategy for painting the facades; and	
B. Establish a budget for the project.	
Approved by Administrator Lynch	

On 14 December 2017, the Council resolved the below recommendation:

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

COUNCIL RESOLUTION	295/17
That Council	
A. Note the previous resolution ADA96/16 adopted by the Administrator;	
B. Authorise the expenditure and allocate an amount of \$10,000 in the 2017/2018 Financial Year Budget with funding to be provided from internal restrictions to the Bombala and District Chamber of Commerce;	
C. Authorise the expenditure subject to the Bombala and District Chamber of Commerce providing evidence of completion of the project and supporting documentation provided;	
D. Note that the funds are only to be used for heritage colour paint in accordance with the advice provided by the heritage advisor and not preparation works.	
Moved Councillor Rooney	Seconded Councillor Ewart
	CARRIED

Since 295/17 was resolved, the Chamber have received a \$250,000 grant from the state government for their "DelBala" project, that includes providing financial members with up to \$3,500 to undertake visual upgrades to their business premises.

On the 24 March 2020, the Chamber reported to Council's Economic Development Officer on the project:

"Our current street upgrade project has been accepted by the businesses and building owners and works are currently happening. As you would have noticed many business owners have chosen to upgrade their signage and maintenance of their shop fronts. It is a welcomed sight to see the street looking fresh with the new garden beds and now the new signage."

Over the past twelve months, the Chamber has had multiple discussions with the Economic Development Officer about the best method to acquit or claim the \$10,000 from Council, as the process set in the resolution is of high administrative burden for both the Chamber and Council staff.

At the Chamber meeting held on 18 March 2020, members voted to propose an amendment to Council resolution 295/17; to rescind part C and instead propose:

- Expenditure of \$10,000 to be paid directly to the Chamber to assist with the current street upgrade project by enabling painting to be completed sooner. The Chamber agrees to use the money on paint and provide supporting documentation to Council once the project is completed.
-

The Economic Development and Tourism unit are supportive of the recommendation as it facilitates transfer of the funding, enables the Chamber to finalise their street upgrade projects and removes the need for Council to continue rolling the funds over each financial year.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

The recommendation expedites the payment of funds to the Chamber, which should have been paid in FY2017/18 has per resolution 297/17.

Payment has not been made to date due to the burdensome nature of the administration process determined in the resolution.

2. Environmental

Nil

3. Economic

Estimated Expenditure	Amount	Financial year	Ledger		Account string
Bombala and District Chamber of Commerce	\$10,000	19-20	G	L	10 – 7010 – 1001 – 63427
Funding (Income/reserves)	Amount		Ledger		Account string
Economic Development and Tourism budget line item	\$10,000	19-20	G	L	10 – 7010 – 1001 – 63427

4. Civic Leadership

Resolution ADA96/16 - 21 December 2016

Resolution 297/17 - 14 December 2017

The recommendation enables Council staff to efficiently act on the previous resolutions.

9.3.1 SNOWY MONARO REGIONAL COUNCIL TRAFFIC COMMITTEE REPORT

Record No:

Responsible Officer: Acting Director Operations and Infrastructure
Author: Roads Safety Officer
Attachments: Nil

EXECUTIVE SUMMARY

Due to the COVID-19 Pandemic, the Local Traffic Committee were unable to hold their meeting on the 26 March 2020 .

As there was no physical meeting, there are no Minutes provided. Resolutions and comments from the Committee members are included in this report. The Committee's recommendations and comments are presented for Council's consideration and adoption.

OFFICER'S RECOMMENDATION

That the recommendations of the meeting of the Local Traffic Committee held on 26 March 2020 be adopted.

LOCAL TRAFFIC COMMITTEE – HELD ELECTRONICALLY ON 26 MARCH 2020.

Mr Graham Hope	Chair, SMRC Road Officer
Michael Travers	Roads & Maritime Services (RMS) Representative
Sgt Adam Kite	NSW Police Force Representative
Councillor Sue Haslingden	Councillor Representative
Amanda Shepherd	Secretary Council & Committees

4.1 LOCAL TRAFFIC COMMITTEE MEETING 23 JANUARY 2020

OFFICER'S RECOMMENDATION

THAT the minutes of the Local Traffic Committee Meeting held on 23 January 2020 are confirmed as a true and accurate record of proceedings.

Adopted Electronically.

4.2 LOCAL TRAFFIC COMMITTEE MEETING 28 NOVEMBER 2019

RECOMMENDATION

THAT the minutes of the Local Traffic Committee Meeting held on 28 November 2019 are confirmed as a true and accurate record of proceedings.

Adopted Electronically.

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE – 26 MARCH 2020

7.1 MOUNT GLADSTONE HILL CLIMB

OFFICER'S RECOMMENDATION

That Council approves the application for the Cooma Monaro Historic Automobile Car Club for the road closures associated with the conduction of the Mount Gladstone Hill Climb events on 21 November and 22 November 2020.

Adopted Electronically.

Note 1 Mount Gladstone Hill Climb

Members of the Local Traffic Committee submitted their comments electronically for item 7.1 – Mt Gladstone Hill Climb.

NSW Police representative: Although Police as a whole do not condone these types of events, provided that the organisers provide all the necessary road closures and documentation (ROC's) then Police will generally have the view that they, will in principal, hold no objections to the event being held.

Councillor Haslingden: Can we just make a note of re the Hill Climb, that the Committee endorses the recommendation (I imagine?) but recognises at the moment that all non-essential gatherings are prohibited and the Local Traffic & Hill Climb Committees will have to wait for confirmation by the State Government that such a gathering would be permissible.

Transport NSW Representative: No objections.

NOTE: It has been determined that Mt Gladstone Road is a Crown Road, therefore advice will be sought as to their concurrence for these applications. Such action may lead to the Road being transferred to Council.

7.2 NIMMITABEL PARKING

OFFICER'S RECOMMENDATION

That Council approve the requested changes to the parking arrangements in Clarke Street Nimmitabel as indicated above.

Adopted Electronically.

Note 2 Nimmitabel Parking

Members of the Local Traffic Committee submitted their comments electronically for item 7.2 – Nimmitabel Parking.

NSW Police representative: No objections.

Councillor Haslingden: I would imagine people park here when they catch the bus to where ever and they feel it is a safe place to park. As you know, we have a serious lack of public transport and many people use the buses to go to Canberra and then on to Sydney. I do think that this parking zone is close to the bus stop and suits those commuters. We have met friends in Nimmitabel to travel together and unless you know someone who will allow you to park in their garden, you can only leave your car on the road somewhere. Therefore because we do have to appreciate that there is no public parking area in Nimmitabel, that this still be allowed.

Transport NSW Representative: No objections.

7.3 PARKING - SOHO STREET COOMA

OFFICER'S RECOMMENDATION

That Council approve the installation of NO PARKING signs on the northern side of the intersection of Soho Street and Sharp Street (Snowy Mountains Highway).

Adopted Electronically.

Note 3 Parking – Soho Street Cooma

Members of the Local Traffic Committee submitted their comments electronically for item 7.3 - Parking in Soho Street Cooma

NSW Police representative: No objections.

Transport NSW Representative: Transport for NSW have no objections. Please note that Transport have received complaints that drivers are turning down the wrong street onto Soho Street. Council could consider installing pavement arrows depicting the direction of travel on Soho Street.

8.1 SPEED LIMITS

OFFICER'S RECOMMENDATION

That Council approaches Transport for New South Wales in support of the speed limit review of the following roads:

- Mittagang Road from Yallakool Road (from 90 km/h to 80 km/h)
- Kalkite Road from Hilltop Road (from 100 k/h to 80 km/h)
- Kosciuszko Road from East Jindabyne to Rainbow Drive (100 km/h to 80 km/h)
- Bombala Street from Saleyards Road to Sharp Street (60 km/h to 50 km/h)
- Mittagang Road from Massie Street to Yallakool Road (60 km/h to 50 km/h)

Adopted Electronically.

Note 4 Speed Limits

Members of the Local Traffic Committee submitted their comments electronically for item 8.1 – Speed Limits

NSW Police representative: Police will always support the reduction of speed limits where warranted. Police have no objections to any of the mentioned locations, other than the Kosciuszko Road location.

It is unclear on where the exact location would be, they do mention the East Jindabyne area. Police would suggest that the reduction to 80km/h occurs at the decent into East Jindabyne, prior to the East Jindabyne service station/accommodation precinct.

This would also take into account, the 90 degree corner before the East Jindabyne entry which as we know, is prone to accident activity. Perhaps the speed change could occur near the Jindabyne Hill driveway on the left heading south, prior to the decent into East Jindabyne and all the way to the Rainbow Drive speed change that was implemented last year.

In relation to the parking issues and traffic calming/movements in Clyde, Bent and Gippsland Streets, police have no objections.

Transport NSW Representative:

- Mittagang Road from Yallakool Road (from 90km/h to 80km/h). Speed zone currently under review.
 - Kalkite Road from Hilltop Road (from 100km/h to 80km/h)
 - Is in the review process.
 - Kosciuszko Road from East Jindabyne to Rainbow Drive (100km/h to 80km/h)
 - TfNSW has received correspondence from the Jindabyne East Resident Committee and also community members.
 - TfNSW is responding to the correspondence directly.
 - Happy to discuss with T/C members that would like more information.
 - Bombala Street from Saleyards Road to Sharp Street (60km/h to 50km/h). This length is currently already under review.
 - Mittagang Road from Massie Street to Yallakool Road (60km/h to 50km/h). Yet to be reviewed.
 - TfNSW will add this to the system for a speed zone assessment.
 - Transport for NSW have noted the points from Christina Webb and will prepare a response. Correspondence like these can be sent straight through to Transport in the future and does not need to go through Local Traffic Committee.
-

9.4.1 COUNCILLOR SUPERANNUATION SUBMISSION

Record No:

Responsible Officer:	Acting Director Corporate and Community Services
Author:	Governance Officer
Key Theme:	4. Leadership Outcomes
CSP Community Strategy:	10.1 Planning and decision making is holistic and integrated and has due regard to the long term and cumulative effects
Delivery Program Objectives:	10.1.2 Integrated Planning and Reporting guides long term planning and organisational sustainability
Attachments:	Nil
Cost Centre	3110
Project	
Further Operational Plan Actions:	

EXECUTIVE SUMMARY

On 3 March 2020 Office of Local Government had issued a discussion paper to seek the views of council and their local communities on whether councillors should receive superannuation payments. The release of the discussion paper has been prompted by concerns raised by mayors and councillors that the ineligibility of councillors to receive superannuation payments is inequitable and is a deterrent to more women and younger people standing as candidates at council elections.

Councils are being asked to provide comment and a submission on the four options listed in this paper.

- Maintaining the status quo – mayors and councillors can continue to voluntarily contribute *a portion* of their fees to a complying superannuation fund of their choice;
- Mandate the current voluntary situation – amend the Local Government Act 1993 (the Act) to make it compulsory for councils to pay *a portion* of the mayors' and councillors' fees equivalent to the superannuation guarantee amount into a complying superannuation fund nominated by the mayor and councillors;
- Amend the Act to allow councils to voluntarily pay an amount equivalent to the superannuation guarantee into a complying superannuation fund nominated by the mayor and councillors' *in addition* to the mayors' and councillors' fees – this means that the payment of councillor superannuation in addition to their fee would be at each council's discretion, allowing the council to take into account the council's resources and the local community's views; or
- Amend the Act to make it compulsory for councils to pay an amount equivalent to the superannuation guarantee into a complying superannuation fund nominated by the mayor and councillors *in addition* to the mayor's and councillors' fees.

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

OFFICER'S RECOMMENDATION

That Council select the first option, maintaining the status quo – mayors and councillors can continue to voluntarily contribute *a portion* of their fees to a complying superannuation fund of their choice.

BACKGROUND

Mayors and councillors currently receive a level of remuneration that is independently set by the Local Government Remuneration Tribunal based on the application of a range of criteria, including policies on increases in remuneration as those of the Industrial Relations Commission. The current policy on wages is that the public sector wages cannot increase by more than 2.5 per cent, this includes the maximum and minimum fees payable to councillors and mayors.

Snowy Monaro Regional Council (SMRC) is classified as a Regional Rural council. It has been Council practice in the past to set its fees at the maximum in accordance with LGNSW advice. The total remuneration for 11 Councillors and a Mayor for financial year 2019-2020 is \$267,330 exclusive of out of pocket expenses.

Councillors and Mayors remuneration for FY 19-20			
	Fees per Clr. /Mayor p.a	No. of Clrs. / Mayor	Total remuneration
Councillor	20,280	11	223,080
Mayor	44,250	1	44,250
Total			267,330

Under Commonwealth Superannuation Guarantee (Administration) Act 1993, councils across Australia are not required to make superannuation contributions in relation to the fees paid to mayors and councillors as they are elected to a civic office in a council and are not employees of council. However, mayors and councillors can arrange to make concessional contributions to their superannuation funds under which they can agree to forego part of their fee.

Option 1 – Maintaining the status quo – mayors and councillors can continue to voluntarily contribute a portion of their fees to a complying superannuation fund of their choice

Under this option, councils will continue not to be obliged to make superannuation guarantee payments on behalf of the mayor and councillors.

By supporting this option council will maintain a regular increase, 2.5 per cent, to the budget for the mayor and councillor fees and would not require additional allocation of funds for payment of superannuation.

Option 2 – Mandate the current voluntary situation – amend the Local Government Act 1993 (the Act) to make it compulsory for councils to pay a portion of the mayors' and councillors' fees equivalent to the superannuation guarantee amount into a complying superannuation fund nominated by the mayor and councillors

Under this option, the Act would be amended to require councils to pay a proportion of the mayor's and councillors' fees equivalent to the superannuation guarantee amount into a complying superannuation fund nominated by the mayor and councillors.

This option would also not require the allocation of additional funds for payment of fees to the mayor and councillors, however, would allow council to make contribution, on behalf of a councillor into their nominated (complying) superannuation fund from their fees.

Option 3 – Amend the Act to allow councils to voluntarily pay an amount equivalent to the superannuation guarantee into a complying superannuation fund nominated by the mayor and councillors' in addition to the mayors' and councillors' fees – this means that the payment of councillor superannuation in addition to their fee would be at each council's discretion, allowing the council to take into account the council's resources and the local community's views.

Under this option, all councils will be required to pay an amount equivalent to the superannuation guarantee contribution payable with respect to the mayor's and councillors' fees, into a complying superannuation fund nominated by the mayor and councillors. The payment would be made in addition to the payment of the mayor's and councillors' fees and the source of the funding for the superannuation in addition to Councillors fee must be identified.

Council would be required to identify the source of the funding for the superannuation contribution of \$25,423.35, if the council decides to go for option 3.

Option 4 – Amend the Act to make it compulsory for councils to pay an amount equivalent to the superannuation guarantee into a complying superannuation fund nominated by the mayor and councillors in addition to the mayor's and councillors' fees.

This option is based on the Queensland model. Under this option, the payment of an additional superannuation contribution in addition to the mayor's and councillors' fees would be optional for councils. Councils would also have the option to make a superannuation contribution on behalf of the mayor and councillors as a portion of the mayor's and councillors' fees.

Payment of the superannuation guarantee for mayors and councillors has been promoted as an equity measure to address disparities in men's and women's superannuation balances.

While receipt of a 9.5% increase in their remuneration through the payment of the superannuation guarantee is likely to be widely supported by elected mayors and councillors, it is important that the community is consulted and support shown by them before changes are made.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

In the event, the council decides to go for options 3 and 4 i.e. contributions to the superannuation in addition to their fees, it would be important that the community be informed of the decision and that Council should encourage members of the community to make submissions.

2. Environmental

There will be no impact on the environment.

3. Economic

Below are the financial implications of the options provided by the Office of Local Government.

Option 2 – Superannuation contribution as part of councillors/ mayor fee.

Councillors and Mayors remuneration for FY 19-20			
	Fees per Clr. /Mayor p.a	Super Contribution 9.5% as part of fees	Net fee paid to Clr./ Mayor = Fees - Super
Councillor	20,280	1,926.60	18,353.40
Mayor	44,250	4,203.75	40,046.25
Total			58,399.65

Option 3 & Option 4 – Superannuation in addition to councillors/mayors fee.

Councillors and Mayors remuneration for FY 19-20				Super Cont. 9.5% p.a. in addition to fee per Clr./ Mayor	Total cost to Council for Super Cont.
	Fees per Clr. /Mayor	No. of Clrs. / Mayor	Net fee paid to Clr./ Mayor		
Councillor	20,280	11	223,080	1,926.60	21,192.6
Mayor	44,250	1	44,250	4,203.75	4,230.75
Total			267,330		25,423.35

4. Civic Leadership

The leadership team will need to identify the source of funding in the event the Council decides to go for option 3 or 4.

9.4.2 REVIEW OF INVESTMENT AND PROCUREMENT POLICIES

Record No:

Responsible Officer:	Acting Director Corporate and Community Services
Author:	Management Accountant
Key Theme:	4. Leadership Outcomes
CSP Community Strategy:	11.2 Council utilises sound fiscal management practices, pursues and attracts other sources of income
Delivery Program Objectives:	11.2.4 A balanced approach to investment strategies
Attachments:	1. SMRC 258 - Policy - Investment 2. SMRC 55 - Policy - Procurement and Tendering
Cost Centre	4010 Financial Services

EXECUTIVE SUMMARY

Council's Investment and Procurement Policies have been reviewed and updated and are presented for adoption by the Council. The revised policies were presented to the Audit Risk and Improvement Committee meeting held on Wednesday 4 March 2020.

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

OFFICER'S RECOMMENDATION

That Council adopt the revised policies attached

- A. SMRC 258 Investment
- B. SMRC 55 Procurement and Tendering

BACKGROUND

Council adopted SMRC 258 – Investment Policy on 21 December 2016 under resolution 247/16. The schedule review date being 10/02/2020. This current investment policy has been reviewed in line with an Internal Audit of the Investment Process.

Minor changes have been made including;

- Updates to position titles
- New clause referencing Local Government Act requirements for reporting to Council
- References to a new Investment Procedure

Council adopted SMRC 55 – Purchasing and Procurement policy on 28 September 2016 under resolution 167/16. The scheduled review date being 17/10/2019. The main adjustment to this policy is the removal of set quotation and tender thresholds (\$ values) as these can vary over time and are included in procedures.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Nil

2. Environmental

Nil

3. Economic

Nil

4. Civic Leadership

Council adopted the SMRC 258 – Investment Policy on 21 December 2016 under resolution 247/16

Council adopted SMRC 55 – Purchasing and Procurement policy on 28 September 2016 under resolution 167/16. The scheduled review date being 17/10/2019.

The Audit Risk and Improvement Committee meeting received and noted the revised policies without change at the meeting held on Wednesday 4 March 2020 under resolution ARIC9/20.



Title of Policy	SMRC 258 – Investment Policy		
Responsible Department	Finance	Document Register ID	250.2016.258.1
Policy Owner	Management Accountant	Review Date	
Date of Council Meeting		Resolution Number	
Legislation, Australian Standards, Code of Practice	<ul style="list-style-type: none"> • <i>Local Government Act 1993;</i> • <i>Local Government (General) Regulation 2005;</i> • <i>Ministerial Investment Order;</i> • <i>Local Government Code of Accounting Practice and Financial Reporting</i> • Australian Accounting Standards • Division of Local Government Circulars 		
Aim	To provide a framework for the investing of Council’s funds at the most favourable rate of interest available to it at the time whilst having due consideration of risk and security for that investment type and ensuring that its liquidity requirements are being met.		

1 Objectives

While exercising the power to invest, consideration is given to the preservation of capital, liquidity, and the return of investments.

Preservation of capital is the principal objective of the investment portfolio. Investments are to be placed in a manner that seeks to ensure security and safeguarding the investment portfolio. This includes managing credit and interest rate risk within identified thresholds and parameters.

Investments should be allocated to ensure there is sufficient liquidity to meet all reasonable anticipated cash flow requirements, as and when they fall due, without incurring the risk of significant costs due to the unanticipated sale of an investment.

2 Delegation of Authority

Authority for implementation of the Investment Policy is delegated by Council to the Chief Executive Officer (CEO) in accordance with the *Local Government Act 1993*.

The CEO may in turn delegate the day-to-day management of Council’s Investment to the Responsible Accounting Officer or senior staff, subject to regular reviews.

Officers delegated to manage Council’s investments shall be recorded and required to acknowledge they have received a copy of this policy and understand their obligations.

3 Prudent Personal Standard

The investment will be managed with the care, diligence and skill that a prudent person would exercise. As trustee of public monies, officers are to manage Council’s investment portfolios to safeguard the portfolio in accordance with the spirit of this Investment Policy, and not for speculative purposes.

4 Ethics and Conflicts of Interest

Officers shall refrain from personal activities that would conflict with the proper execution and management of Council's investment portfolio. This policy requires officers to disclose any conflict of interest to the CEO.

Independent advisors are also required to declare that they have no actual or perceived conflicts of interest.

5 Policy Statement

5.1 Approved Investments

Investments are limited to those allowed by the most current Ministerial Investment Order that has been issued by the NSW Minister for Local Government.

5.2 Prohibited Investments

In accordance with the Ministerial Investment Order, this Investment policy prohibits but is not limited to any investment carried out for speculative purposes including:

- Derivative based instruments;
- Principal only investments or securities that provide potentially nil or negative cash flow;
- Stand-alone securities issued that have underlying future, options, forwards contracts and swaps of any kind.

5.3 Risk Management Guidelines

Investments obtained are to be considered in light of the following key criteria:

- Preservation of Capital – the requirement for preventing losses in an investment portfolio's total value (considering the time value of money);
- Diversification – limiting the amounts invested with a particular financial institution or government authority to reduce credit risk;
- Credit Risk – the risk that an institution council has invested in fails to pay the interest and/or repay the principal of an investment;
- Market Risk – the risk that the fair value or future cash flows of an investment will fluctuate due to changes in market prices;
- Liquidity Risk – the risk an investor is unable to redeem the investment at a fair price within a timely period;
- Maturity Risk – the risk relating to the length of term to maturity of the investment. The larger the term, the greater the length of exposure and risk to market volatilities.

6 Reporting to Council

Per clause 212 of the Local Government (General) Regulation –

1. The responsible accounting office of a council:
 - (a) Must provide the council with a written report (setting out details of all money that the council has invested under section 625 of the Act) to be presented:
 - (i) If only one ordinary meeting of the council is held in a month, at that meeting, or
 - (ii) If more than one such meeting is held in a month, at whichever of those meetings the council by resolution determines, and

- (b) Must include in the report a certificate as to whether or not the investment has been made in accordance with the Act, the regulations and the council's investment policies.
2. The report must be made up to the last day of the month immediately preceding the meeting.

Documentation

SMRC 55 Purchasing and Tendering Policy

250.2020.588.1 Investment of Surplus Funds Procedure

Variation

Council reserves the right to review, vary or revoke this policy and should be reviewed periodically to ensure it is relevant and appropriate.



Title of Policy	SMRC 55 – Procurement and Tendering Policy		
Responsible Department	Finance	Document Register ID	250.2016.55.2
Policy Owner	Chief Financial Officer	Review Date	16/04/2023
Date of Council Meeting	16/4/2020	Resolution Number	
Legislation, Australian Standards, Code of Practice	<ul style="list-style-type: none"> • Local Government Act 1993, Section 55. • Local Government (General) Regulation 2005, Part 7 – Tendering • Tendering Guidelines for NSW Local Government • Work Health & Safety Act 2011 • Work Health & Safety Regulation 2011 • Public Works and Procurement Act 2012 • Public Works and Procurement Regulation 2014 • Competition and Consumer Act 2010 • Heavy Vehicle National Law (HVNL) and Regulations and the Heavy Vehicle National Regulator (HVNR) Chain of Responsibility (CoR) 		
Aim	To provide a fair, transparent and accountable process for the procurement of goods and services and management of contracts.		

1 POLICY OBJECTIVE:

- To obtain the best value for our community through active, responsible and transparent procurement methods that are appropriately funded;
- To provide direction to management and staff in managing and operating Council’s procurement processes and promote compliance with legislative framework prescribed by Local Government Act 1993 and Local Government (General) Regulations 2005;
- To encourage support of local suppliers and local economic development within the Snowy Monaro Region, where efficient, and while achieving Council’s overall ‘value-for-money’ objectives;
- To achieve better practice in procurement through high standards in workplace reform, probity, organisational performance, environmental management and sustainability;
- To Provide policy and guidance to Council employees to allow consistency and strengthen controls over purchasing activities;
- To Demonstrate accountability to the community stakeholders; and
- To Guide ethical behaviour in procurement.

2 RELEVANT LEGISLATION/STANDARDS/CODE OF PRACTICE:

Various Acts, Regulations, Codes of Practice and Guidelines apply to Council's diverse range of purchasing activities. The Procurement and Tendering Policy is intended to supplement these instruments. Any inconsistency that may arise between the policy and a legal instrument shall be resolved in favour of the Act or Regulation.

Other applicable documents include:

- Office of Local Government (NSW) Guidelines
- ICAC Guidelines
- NSW Ombudsman Guidelines
- Audit Office of NSW Guidelines

Delegated officers shall maintain a working knowledge of Acts, Regulations, Codes of Practice and Guidelines applying to purchasing activities they undertake.

3 POLICY STATEMENT:

3.1 SCOPE:

This policy applies to all Council Staff.

This Policy relates to all procurement activities at Council.

Council staff are required to purchase goods and services in accordance with Council's procurement procedures, which are drawn from the relevant Acts, Regulations, Codes of Practice and Guidelines for application by all sections within Council and including Committees.

The general principles that underpin this policy are as follows:

- Goods and Services shall only be purchased by staff authorised to place orders within the financial delegation approved by Council's Chief Executive Officer.
- Staff are to purchase goods from Council's preferred suppliers, where appropriate.
- Community benefits will be considered when purchasing locally as part of the evaluation of benefits of procurement decisions.
- Competitive tenders and quotations must be invited in accordance with the guidelines contained in Council's Procurement and Tendering procedures.
- All of Council's procurement activities will be conducted with integrity and in a manner that is fair to all parties and provides opportunity for competitive local businesses that comply with relevant legislation, to supply to Council.
- All of Council's procurement activities aim to advance Council's economic, social and environmental policies.

3.2 PURCHASE METHODS:

The procurement method for obtaining goods and services will be determined according to the estimated costs of the goods or services sought. Depending upon estimated costs, the procurement method may be by oral and/or written quotations, advertisement or by a tender process. Threshold values are indicated within the procurement and tendering procedures.

The Chief Executive Officer or Director (or their delegate) may waive the requirements to obtain written quotes or issue purchase orders providing they are satisfied that exceptional circumstances justify exemption from this requirement.

4 KEY PRINCIPLES:

Persons engaged in procurement activities on behalf of Council will at all times pursue the following key procurement principles:

4.1 Open and Effective Competition

- Open and effective competition is the central operating principle to adhere to for the best outcome. Openness requires procurement actions that are visible to Council, Community and suppliers/contractors. The probability of obtaining the best outcome is increased in a competitive environment.
- Council will establish effective competition by maximising opportunities for firms to do business with Council through the selection of procurement methods suited to market conditions. These methods will include requesting offers where possible from a number of suppliers, providing timely and adequate information and allowing ease of entry for new suppliers.
- Council will provide feedback to unsuccessful bidders, if requested.

4.2 Value for Money

- Value for money involves obtaining goods and services for Council that best meet the end user's needs at the lowest total cost with the minimum level of contractual risk.
- Value for money may not always mean accepting the lowest price. Factors to be considered as part of evaluating quotes and tenders include, fitness for purpose, fair market prices and whole of lifecycle costs. 'Whole of Lifecycle' includes, price, cost of spares, ongoing maintenance, running costs, post-delivery support, effective warranties, cost of replacement, installation costs, etc.
- All decision-makers in the procurement process must satisfy themselves that the proposed expenditure will make efficient and effective use of rate payers' funds.

4.3 Ethical Behaviour and Fair Dealing

(See also Council's Code of Conduct and Gift & Benefits Policies)

- Council will not use or disclose information that confers unfair advantage, financial benefit or detriment to a supplier.
- Employees have a responsibility to act honestly, impartially, and be accountable for procurement actions. Adopting an ethical and fair approach is important because the concepts of honesty, integrity, fairness and accountability in local government are core expectations of public sector agencies.
- Employees must comply with their purchasing delegation limit.
- Council employees and officials will not engage in any private business or professional activity that would or may be seen to create conflict between personal interest and interest of the organisation.

In pursuit of ethical behaviour and fair dealing, employees will:

- Treat potential and existing suppliers with equality and fairness;
- Not seek or receive personal gain;
- Maintain confidentiality of contract prices and other sensitive information;
- Present the highest standards of professionalism and probity;
- Deal with suppliers in an honest and impartial manner that does not allow conflicts of interest;

- Provide all suppliers and tenderers with the same information and equal opportunity; and
- Be able to account for all decisions and provide feedback where required.

4.4 Accountability and Transparency

- Accountability in procurement means being able to explain and evidence what has happened. An independent third party must be able to see clearly that a process has been followed and that the process is fair and reasonable.
- The processes by which all procurement activities are conducted will be in accordance with Council's Purchasing and Tendering Policy and Procedures.
- Delegations define the limitations within which Council employees are permitted to work. They ensure accountability and provide confidence to Council and the public that purchasing activities are dealt with at the appropriate level.
- Employees must be able to account for all decisions and provide feedback on them. Additionally, all procurement activities will leave an audit trail for monitoring and reporting purposes.

4.5 Environmental Preference and Sustainability

- To promote and adopt procurement practices which conserve resources, suppliers may be asked if they can offer products and services which conserve resources, save energy, minimise waste and/or contain recycled products and/or are environmentally sustainable to the greatest extent practicable.
- Prospective suppliers to Council may be required to communicate their environmental practices as part of the tender specification.

4.6 Health and Safety

- Council is committed to protecting human health and safety. Council will ensure that its procurement activities protect the health and safety of its staff, customers, contractors and the general public.
- All contractors engaged by Council are required to demonstrate that they provide adequate risk management including hazard identification and risk control measures. These will be confirmed through the Contractor induction process.

4.7 Social Procurement

- Social procurement is, sourcing contracts for goods and services from social enterprises, intending to make a positive social impact, for example, and job creation for a historically disadvantaged community. This means leveraging money that will already be spent on contracts by governments, private companies or non-profits to also further social good. This practice is essential for opening up social enterprise market opportunities.

4.8 Local Supplier Sourcing

- Council is committed to representing and assisting the community and the stakeholders of Snowy Monaro Regional Council in meeting their needs at an affordable cost. In addition, Council will aim to encourage economic development and promotion of business and industry within the local economy and in so doing will assist in creating growth of such business or industry.
- When considering local preference, Council will actively encourage and promote business and industry within the local government area without conferring an improper advantage or breaching the *Competition and Consumer Act 2010*.

4.9 Confidentiality

All information provided between Supplier/Contractor and Council shall be treated as confidential only to the extent provided by the *Government Information (Public Access) Act 2009*.

4.10 Heavy Vehicle National Law (HVNL) Chain of Responsibility (CoR)

Snowy Monaro Regional Council (Council) acknowledges the requirements of the Heavy Vehicle National Law (HVNL) and Regulations and the Heavy Vehicle National Regulator (HVNR) Chain of Responsibility (CoR).

RISK ASSESSMENT:

Risk levels for this policy are considered to be high because:

- The policy must adhere to the provisions of Local Government Act 1993 and Regulations and other relevant legislation.
- Purchasing is a major element of Council expenditure.
- Systems and procedures must be documented and followed.
- Good business ethics and adherence to the Code of Conduct are crucial functions of Council.
- Legislation obligation will prevail over this policy.

DOCUMENTATION:

This policy should be read in conjunction with:

250.2016.1.3	SMRC Code of Conduct
250.2017.412.2	Statement of Business Ethics
250.2017.411.1	Fraud Prevention Procedure
250.2016.83.1	Council's Gifts and Benefits Policy
250.2016.57.1	Procedure - Procurement Management (In Draft)
250.2016.56.1	Procedure - Contract Management (In Draft)
250.2016.58.1	Procedure - Tender Management (In Draft)
250.2016.81.2	Procedure - Credit/Purchase Card Procedure

VARIATION:

Council reserves the right to review, vary or revoke this policy. This policy will be reviewed periodically to ensure it is relevant and appropriate.

9.4.3 ANSWERS TO QUESTIONS WITH NOTICE

Record No:

Responsible Officer:	Acting Director Corporate and Community Services
Author:	Secretary Council and Committees
Key Theme:	4. Leadership Outcomes
CSP Community Strategy:	10.2 Sound governance practices direct Council business and decision making
Delivery Program Objectives:	10.2.2 Councillors are supported to make informed decisions in the best interest of the community and to advocate on behalf of the community
Attachments:	1. Answers to Questions with Notice for period ending March 2020
Cost Centre	3120 Governance
Project	
Further Operational Plan Actions:	

EXECUTIVE SUMMARY

In order to provide Councillors with updates on questions asked by Councillors, a report has been generated with a summary of questions that are current and have recently been completed, for the period ending March 2020.

The Councillor Questions In Progress for the period ending March 2020 is attached to this report.

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

OFFICER'S RECOMMENDATION

That Council receive and note the Councillor Questions In Progress report for the period ended March 2020.

SMRC Councillors' Questions – In Progress

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
2	05 April 2018	21.4	<p>Disability Friendly Premises for Council Meetings</p> <p>Councillor John Castellari</p> <p>Question: Could Council identify disability friendly premises for our meetings so that we are inclusive of all our population?</p>	Group Manager Facilities Management	<p>27/03/2020 – GH: Draft concept plans for floor plan changes under review with ELT. Auto Door to be provided for Cooma front entrance, Install date TBA. Stair Lift proposal revisited, not suitable for internal stairs. Is suitable for Chambers public entry stairs however will not enable access to accessible toilets located on ground floor. BCA Audit recommendations still under review.</p> <p>02/03/2020 – GH: Final BCA reports and compliance cost estimates received. Total compliance upgrade cost estimated at \$2.5M. Facilities investigate stair lift to Chamber. Internal stairs unsuitable leaving only Public access stairs. Accessible amenities would be required at basement level for this option. Continuing investigation of relocating Chambers to the ground level "finance area". CEO EA investigated use of school halls for Council meeting with this option deemed unsuitable. Facilities are proceeding with auto door install for the front Commissioner St entry.</p> <p>31/01/2020 – GH: Draft building inspection reports received and being reviewed. Following receipt of final reports in February cost estimates will be requested for identified issues and will be submitted to Council for consideration in March.</p> <p>03/12/2019 – GH:</p>	N

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
					<p>Audit continuing and report due February 2020.</p> <p>31/10/2019 – LN: Compliance audit for building (81 Commissioner Street) underway. Report due February 2020.</p> <p>30/09/2019 – GH: Council currently considering premises in Vale St OR the potential to upgrade the Commissioner St premises. RFT currently out to undertake Compliance Inspection of the Commissioner St premises.</p> <p>27/08/2019 – GH: Lease of premises in Vale St is being considered for Council Meetings.</p> <p>24/07/2019 – GH: Alternate options are still being discussed at ELT.</p> <p>02/07/2019 – GH: Alternate options are being discussed at ELT.</p> <p>03/06/2019 – GH: Still being reviewed.</p> <p>02/05/2019 – GH: Awaiting GM/Director advice on proposed ground level floor plan alterations including Council Chambers relocation to Finance area.</p> <p>After exploring the option of providing a chair lift for the</p>	

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
					<p>Council Chambers, staff are developing options for an alternate space for Council meetings. A report will be provided to Council soon.</p> <p>30/10/2018 – GH: Supplier inspected proposed stairwell 17/10, with preference for the public entry stairwell due to clearance issues in the internal stairwell from the ground floor. This option prevents access to disabled toilets. Waiting for finalised report from Technician.</p> <p>31/08/2018 – GH: Price estimate for installation of wheel chair lift to public entry stairwell requested. Continuing EOI process for new civic centre.</p> <p>21/08/2018 – GH: Council has resolved to investigate a new Civic Centre in Vale St. Call for EOI for master plan and concepts is currently out with suitable architectural firms and two site meetings have been conducted. Interim solution for "accessible" meeting is the use of the library or multi-function center – neither have available webcasting capabilities. Staff are investigating feasibility of a platform wheelchair lift for the current chambers.</p> <p>16/08/2018 – DC: Action reassigned to Glen Hines by: Debbie Constance.</p> <p>11/08/2018 – DC: A report will be presented to Council on changes required to make the existing building compliant and other possible premises under Council's</p>	

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
					ownership. – Ongoing.	
57	15 Nov 2018	18.3	Delegate School of Arts, Drainage Councillor Anne Maslin What is the time frame for repair work to be done on gutters and downpipes to improve drainage at the Delegate School of Arts?	Group Manager Facilities Management	<p>27/03/2020 – GH: Design and tender documentation finalized for all upgrades in three stages. Will only be able to proceed with Stage 1 toilets with council funding of \$120K – tender to go out in April. Preliminary advice received that SCCF3 application was unsuccessful for the remaining two stages. Will continue to seek funding opportunities elsewhere for these works.</p> <p>02/03/2020 – GH: Draft design plans received, awaiting final cost estimates. Upgrades to be divided into 3 stages. Hoping to deliver stage 1 (new toilets) and stage 2 (paths and ground water controls) concurrently. Stage 3 is the internal upgrades to the hall and is dependent on SCCF 3 outcome.</p> <p>31/01/2020 – GH: Design engineer will provided final design and costs for the SoA early Feb including drainage and storm water. It is expected to proceed with new toilets and pathways with funds allocated by Council last year.</p> <p>03/12/2019 – GH: Site meeting with design engineer scheduled for 04/12/19.</p> <p>29/10/2019 – GH: RFT being prepared for construction of toilets and to be put on Vendor Panel in November. Awaiting outcome of SCC3 application for other works.</p>	N

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
					<p>30/09/19 – GH: SCCF Round 3 Grant application submitted for upgrade works in line with compliance report recommendations</p> <p>27/08/2019 – GH: Council resolved to fund construction of new toilets. Facilities staff to project manage this. L&P staff to prepare SCCF 3 application for improvement works as scoped by the building compliance reports.</p> <p>24/07/2019 – GH: August report to Council and preparation of Grant Application.</p> <p>01/07/2019 – GH: Report received early this week. Application for funding under SCCF Round 3 to be prepared in line with report recommendations. Report will be tabled at August Council meeting.</p> <p>03/06/2019 – GH: Awaiting Building Inspection report.</p> <p>02/05/2019 – GH: Scope is much greater than repairs to gutter and downpipes. Council allocated \$50K for a building inspection and projects scope with report expected in May. A Fire inspection was carried out by Council staff which identified a significant amount of recommendations to achieve compliance. Following receipt of the building inspection report and estimates,</p>	

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
					<p>funding for upgrades and repairs will be sought either through Council Reserves or available Grants. Facilities only hold \$10K in Capital Project funding for both School of Arts and Pre-School combined.</p> <p>02/04/2019 – GH: Crown advised that owner is SMRC (former BSC) and this was not clear due to an administrative error at time of transfer. This excludes Council from pursuing funding for the toilets through Crown Land. Inspection and planning as per below to continue as planned and Staff will investigate funding possibilities and present to Council.</p> <p>26/02/2019 – GH: Council resolved to allocate \$50K (21 March) to undertake building inspection and developing scope of works for drainage works and project management. Land and Property liaising with Crown regarding boundary adjustment or establishing easement to facilitate drainage works. Grant application to be submitted to Crown for installation of public toilets and rear of block (est \$80K+).</p> <p>29/01/2019 –GH: Awaiting Crown Land advice on boundary adjustment. Investigation ongoing with the scope to be included under Major Projects team undertaking the street drainage works.</p> <p>03/12/2018 – GH: Group Manager Facilities, Commercial Land Officer and Bombala Property Maintenance Officer attended the Delegate School of Arts 27/11/18, meeting with</p>	

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
					Committee Members and inspecting the building and grounds. Staff are preparing a scope that will be shared with the Major Projects team undertaking the street drainage works and if possible be packaged into this body of work with funds already allocated in the Facilities capital projects for this facility.	
124	17 October 2019	12.6	Werralong Road Councillor John Rooney Question: When will Werralong Road be gazetted and maintained as a public road as previously agreed by Council?	Group Manager Transport Infrastructure (Operations)	<p>27/03/2020 – GS: No further update from 02/03/2020 – Approval from the Minister for Local Government is yet to be received.</p> <p>02/03/2020 – GS: Once Council approval from the Minister for Local Government and the Governor have been received Werralong Road can be gazetted and the road maintained. As yet, these approvals have not been received.</p> <p>28/01/2020 – AW: Currently Councils Solicitor is preparing the section 30 agreements for the affected landowners. Once completed an application will be submitted to the Office Of Local Government for approval.</p> <p>29/11/2019 – GS: At the meeting of Council on Thursday 21 November, Councilors approved the acquisition and gazettal of Werralong from the Constance/Cherry boundary through to the Snowy River. Staff are preparing a submission to the Minister/Valuer General to approve the acquisition process.</p>	N

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
					<p>31/10/2019 – GS: An updated report will be prepared for the November Council meeting.</p> <p>A meeting has been requested by one of the complainants with the GM and Director Environment & Sustainability. Correspondence has also been received from the daughter of one of the landowners who has recently passed. The outcomes of these discussions and correspondence are being factored into an updated report for consideration at the November meeting of Council.</p>	
126	17 October 2019	12.8	<p>Storm water Drain in Michelago Councillor John Rooney Question: What progress has been made on remediating the storm water drain running through two properties in Michelago Village?</p>	Group Manager Transport Infrastructure (Operations)	<p>27/03/2020 – GS: A report was provided at March meeting updating Council on Stormwater Drainage in Michelago.</p> <p>02/03/2020 – GS A Report on the progress of remediating storm water drainage through 60 Ryrie Street was scheduled for March 2020 but, due to an unexpected departure to the UK in January, this report has been delayed. However, 3 options have been considered and investigated and these are:</p> <ul style="list-style-type: none"> • Option 1. Move of the existing culvert across Ryrie Street approximately 25 metres north. • Option 2. Construct a new culvert discharge point. • Option 3. Retain the existing configuration <p>The details of each option will be available once the report is submitted.</p>	N

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
					<p>28/01/2020 – AW: A report provided by Public Works Advisory on possible solutions is currently being assessed. A report on workable options will be provided to Council when Completed.</p> <p>29/11/2019 – GS: A report is being submitted to the Council meeting of 19 December 2019 that will provide an update on the issue of storm water drainage through two properties in Michelago Village.</p> <p>31/10/2019 – GS A meeting with the affected property owner took place on Wednesday 23 October 2019. This reiterated an agreement from a previous meeting with Councillor Rooney the Group Manager and the property owner that any decision and/or remediation work was incumbent on his son allowing survey work to be undertaken on the property. A more detailed analysis of flood mitigation measures through this property is being progressed and that analysis report will be available in November 2019.</p>	
127	17 October 2019	12.9	<p>Grading Povey's Road Councillor John Rooney Question: Would it be possible for Council to grade 1.5kms of Povey's Road known as Old Ravenswood Road?</p>	Group Manager Transport Infrastructure (Operations)	<p>27/03/2020 – GS: No change since the comment of 02/03/2020.</p> <p>02/03/2020 – GS: As per Councils resolution 420/19 in relation to Poveys Road that states: C. Enter into negotiations with the Crown to authorise</p>	N

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
					<p>Council to carry out minor maintenance grading on certain Crown roads, to be identified, at the landowners' expense subject to a Memorandum of Understanding with the Crown and landowners. Those negotiations continue and a list of Crown Roads has been supplied to the Crown Lands Department. Once an MOU is in place, staff will look at the possibility of grading Poveys Road.</p> <p>28/01/2020 – AW: The proposed MOU is currently under negotiation.</p> <p>29/11/2019 – GS: The issue of Poveys Road was considered by Council at the meeting of 21 November 2019. Following the resolution to NOT acquire the section of Poveys Road classified as Crown Road, staff are now negotiating with Crown Lands to establish an MOU that would allow Council to maintain the Crown Road Section with all maintenance costs to be recovered from residents.</p> <p>31/10/2019 – GS: A report will be submitted for Council consideration in relation to Povey's Road at the November meeting of Council.</p>	
133	19 December 2019	12.2	<p>Berridale Flood Work and Memorial Park Councillor Sue Haslingden Question: Can the Berridale Historical Society, RSL Sub Branch and Community be confident that no works be commenced</p>	Group Manager Facilities Management	27/03/2020 –GH: Resolution by Council at March meeting to pursue acquisition by possessory title.	N

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
			within the Memorial Park until further investigation and community consultation?		<p>02/03/2020 – GS: A report will be presented to the March Council meeting.</p> <p>14/01/2020 – PS: A further report was put to Council in February but has been deferred to March due to staff deployment to assist with fire and other urgent times. No further action will occur until a council resolution is made.</p>	
134	20 February 2020	12.1	<p>Michelago Creek Bridge Councillor John Rooney Question: The recent bushfires demonstrated once the need to improve access to the Michelago Fire Shed, to reduce the response time of the fire trucks, whose crews live mainly on Michelago Road. The best way to do this would be a bridge over the Michelago Creek connecting the fire shed on Ryrie Street to the crews on Michelago Road. Does the recently completed flood study support an application for State Government Funding for a flood proof creek crossing on Ryrie Street?</p>	Group Manager Transport Infrastructure (Operations)	<p>27/03/2020 – GS: No change since the update of 02/03/2020.</p> <p>02/03/2020 – GS: An update from the project team dated 28/02/2020 stated: The flood study and modelling has provided options for the crossing and the final report will provide some high level costing and recommendations based on flood impacts, overall cost and benefit. Unfortunately the crossing will have a number of restrictions on it due to incoming flows from Booroomba Creek, increased risk of flooding to property and land ownership. Initial findings to be confirmed in final report is that a low level culvert option is possible but will be quite expensive. A low bridge is possible but will require some land acquisition and negotiation with the rail authority. This should be read in conjunction with Action 138 of Actions Report from the February Council meeting.</p>	N

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
135	20 February 2020	12.2	<p>Michelago Management Committee Councillor John Rooney Question: Following the resignation of the Michelago Hall Committee, Council staff met with the community to ask what arrangements should replace it. Michelago Community representatives met on the 26 November 2019 and agreed that they preferred the establishment of a single s355 Committee of the Council to manage all community assets and events in the Michelago Region. The minutes of that meeting were submitted to Council staff on 9 December 2019. So far, no response has been received. Is Council prepared to trial a precinct style committee in Michelago, that if successful, might serve as a model for other small communities that have sufficient numbers to staff multiple committees?</p>	Manager Corporate Governance	<p>03/04/2020 – JM: Information is being gathered on the various facilities to allow an informed discussion on what is proposed by the community to assist in developing a clearer image of what is the expectation of how the proposed committee would operate. Once information is gathered this matter will need to be paused until the restrictions from COVID-19 are lifted sufficiently. This information will be provided to the relevant community members shortly.</p> <p>03/03/2020 – JM: Council has not received a resignation from the Michelago S355 Committee to date. The Governance Officer contacted the President of the S355 Committee on 26 February 2020 to follow up on the resignation of the Committee. The President advised that the Committee has decided to stay on board until the decision is taken on the proposal regarding the management of all Michelago community assets and events by the S355 Committee. Further, the Governance Officer phoned the Community Champion on 11 February 2020 to confirm the Minutes of the meeting had been submitted to consider the proposal. Due to the bush fires in the region and the collapsed reservoir, the review of the proposal has been delayed and is still under consideration.</p>	N
136	19 March 2020	12.1	<p>Application to NSW Government for \$6.5million Funding Councillor Anne Maslin Question: Could Council present to</p>	Acting Director Corporate & Community Services	<p>31/03/2020 – DR: The draft letters have been provided to Councillor Maslin and will be provided to other Councillors on request.</p>	Y

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
			Councillors, the application documents sent to the NSW State Government in January/February 2020. This application actions the motion to SMRC passed by the Council on August 15 2019. (Item 310/19 – 10.2 on the resolution action sheet			
137	19 March 2020	12.2	Jindabyne Bypass Update Councillor Brian Old Question: Can Council please provide an update on what is happening with the Jindabyne Bypass?	Group Manager Economic Development & Tourism Group Manager Transport & Infrastructure (Operations)	27/03/2020 – PS: Jindabyne bypass is an item under consideration through the Go Jindabyne/Special Activation Precinct project. Timeframes for any determination regarding feasibility are not yet known.	N
138	19 March 2020	12.3	Boco Rock Funding Committee Councillor Bob Stewart Question: Can Council bring a report to the next Council meeting on what is happening with the Boco Rock Funding Committee?	Manager Corporate Governance	25/03/2020 – JM: The committee will be advertising for positions from 1 May 2020 - 31 May 2020. Preparations are underway for calling for expression of interest for the fund, which will be open from 15 June 2020 - 24 July 2020. Following the appointment of new members by the Council to the committee, expected to occur on 3 August 2020, the committee will meet to consider the applications.	Y

9.4.4 RESOLUTION ACTION SHEET UPDATE

Record No:

Responsible Officer:	Acting Director Corporate and Community Services
Author:	Secretary Council and 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. In Progress Resolution Action Sheet for period ending March 2020
Cost Centre	3120

EXECUTIVE SUMMARY

In order to provide Councillors with updates on resolutions of Council, a report has been generated with a summary of action that are current and have recently been completed, for the period ending March 2020.

The In Progress Resolution Action Sheet for period ending March 2020 is attached to this report.

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

OFFICER'S RECOMMENDATION

That Council receive and note the In Progress Resolution Action Sheet Update for the period ending March 2020.

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
12	15 March 2018	64/18		<p>Creation of road reserve over Jerangle Road through lot 6 DP 754888 at Jerangle That Council</p> <p>A. Accept the quotation from Bradley Surveying and Design Pty Ltd in the amount of \$9,500</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>E. Gazette the entire length of Jerangle Road as a Council public road.</p>	Property Officer	<p>26/03/2020 - JH: Land and Property Officer is preparing Gazettal Notice for completion of this item.</p> <p>27/02/2020 - JH: Plan was registered on 14 January 2020 and received by Council. Land and Property Officer preparing Gazettal Notice.</p> <p>15/01/2020 - JH: A further request has been sent on 15/01/2020 to the Solicitor for an update on this item.</p> <p>28/11/2019 – JH: Have requested further update from Solicitor.</p> <p>17/10/2019 – JH: The plan of subdivision is lodged and ready for registration, as is the possessory title application for the balance of Jingera Lot 6 DP 754888.</p> <p>24/09/2019 - JH: No further update from Solicitor with regard to approval from LPI.</p> <p>27/8/2019 – JH: Solicitor has advised some minor technical requisitions with the lodged plan have been dealt with by the surveyor. Solicitor now</p>	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>awaiting advice from LPI. Solicitor will update Council when this advice is received.</p> <p>23/07/2019 - JH: Email has been sent to Solicitor requesting an update. Waiting for a response.</p> <p>01/07/2019 – JH: No further update from Solicitor. Staff will advise Council as soon as advice is received.</p> <p>05/06/2019-JH: Solicitor has advised that they are still waiting on discharge of mortgage and will advise Council as soon as this has taken place.</p> <p>30/04/2019 – LB: Waiting on discharge of mortgage.</p> <p>26/03/2019 - JH: Solicitor has advised lodgement of the subdivision plan has been awaiting consent from NAB as they hold the mortgage over one of the affected lots. NAB has arranged the Discharge of that Mortgage – the registration of Discharge is imminent and the plan will then be lodged forthwith.</p> <p>29/02/2019 – JH: Update request sent to solicitor still waiting reply.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>30/01/2019 - JH: Still waiting for update from the landowner's Solicitor.</p> <p>02/01/2019 – JH: Have sent an email request to Andrew Freer who advised they will advise when lodgement of the plan of subdivision has occurred.</p> <p>22/11/2018 – LB: Landowners solicitor has been asked for further update. Presently awaiting response.</p> <p>24/10/2018 – LB: Still waiting on landowner's solicitor to lodge the plan – mortgagor's consent needed.</p> <p>03/10/2018 – LB: Waiting on landowner's solicitor to lodge the plan.</p> <p>27/08/2018 – LB: Email sent to surveyor and solicitor asking for update on progress of registration of the plan.</p> <p>02/08/2018 – LB: Plan has been lodged. Email sent to solicitor acting for the other party asking for an update.</p> <p>23/07/2018 –LB:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Waiting on registration of plan of subdivision.</p> <p>11/07/2018 – LB: Documents returned to surveyor for lodgement with the LPI.</p> <p>21/06/2018 – LB: Revised Target Date changed by: Lyn Bottrill From: 30 Jun 2018 To: 30 Sep 2018.</p> <p>21/06/2018 – LB: All documents have been executed by Council and sent back to the surveyor for lodgement at the LPI.</p> <p>04/06/2018 – LB: Currently waiting on Subdivision Cert.</p> <p>26/05/2018 – LB: Application has been submitted to Council for Subdivision Certificate. When the Certificate is issued it will be sent along with the plan and Administration sheet to the landowners surveyor for lodgement at the LRS.</p> <p>23/04/2018 – LB: Revised Target Date changed by: Lyn Bottrill From: 16 Apr 2018 To: 30 Jun 2018.</p> <p>24/04/2018 – DC:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						Surveyor has been contacted and is proceeding with survey of road. The Administration sheet and the plan have been sent to Cooma office by the surveyor. When they are received Council staff will progress the matter. – Ongoing.		
16	05 April 2018	118/18		<p>Proposed Road Closure & Sale of old Lions Park at Bombala That Council;</p> <ul style="list-style-type: none"> A. Approve the partial road closure on the corner of High Street and Stephen Street Bombala so that the fence line becomes the boundary of lot 9 DP 995614; B. Engage the services of a land surveyor to provide a plan for the boundary adjustment; C. Authorise the General Manager to execute any documents necessary to complete the boundary adjustment and sale of the property; D. Readvertise the property on the open market for auction with an appropriate reserve; and E. Make the Report public once the matter is settled. 	Property Officer	<p>26/03/2020 - JH: Followed up with Surveyor and was advised this item is going to be delayed due to the large scale workload he has in place.</p> <p>27/02/2020 - JH: Followed up with Surveyor and was advised this item is going to be delayed due to the large scale workload he has in place.</p> <p>15/01/2020 - JH: The Surveyor has advised that he is hoping to have the consolidation plan ready for the end of January 2020.</p> <p>28/11/2019 – JH: Surveyor advised the plan of consolidation is being prepared and should be completed by January 2020.</p> <p>17/10/2019 - JH: Plan has been registered for the road closure and a request for a plan of consolidation has been requested to finalise this project.</p>	30/06/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>24/09/2019- JH: Surveyor enquiring with LPI as to status of this registration.</p> <p>27/08/2019-JH: The plan has been submitted to the Land Registry Service for registration.</p> <p>23/07/2019-JH: Email sent to Surveyor requesting an update. Waiting on a response.</p> <p>01/07/2019 –JH: Awaiting Subdivision Plans from Land Registry Service.</p> <p>05/06/2019–JH: Subdivision documents are being lodged by the Surveyor and once returned, the process to combine into one Lot and DP will begin</p> <p>30/04/2019 – SA: Planning Staff actioning the subdivision this week.</p> <p>26/03/2019 –JH: Still waiting return of subdivision certificate from Council.</p> <p>29/02/2019 – JH: Plans with Council waiting for return of subdivision certificate.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>30/01/2019 – JH: Plan is with Council and waiting for return of Subdivision Certificate.</p> <p>02/01/2019 – JH: Plans are lodged with Council for Subdivision Certificate waiting return of Certificate.</p> <p>21/11/2018 – JH: 28 day notification period has ended. Council has received 8 submissions for the proposed closure. All submissions received had no objections with the proposed closure. Responses sent to those who made submissions advising of this. Documents have been prepared to close this council public road reserve: Subdivision Certificate has been sent for processing.</p> <p>25/10/2018 – JH: The Submission period ends 8 November 2018, some submissions have been received from adjoining landowners and the authorities, these submissions have been with no objection to the closure.</p> <p>25/10/2018 – JH: The Submission period ends 8 November 2018, some submissions have been received from</p>		

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						<p>adjoining landowners and the authorities, these submissions have been with no objection to the closure.</p> <p>05/10/2018- JH: Letters have been sent to adjoining landowners with notification of the proposed closure and notification letters to the authorities are being prepared. The advertisement has been placed in the Monaro Post for 11 October and 25 October. The 28 day period for submissions ends on 8 November. Submissions will be reviewed and the correct process followed.</p> <p>03/10/2018 – LB: Notifications sent out to commence road closing.</p> <p>27/08/2018-LB: Plan has been received. There are issues with a previous resumption which has not been registered on title. When these issues are sorted out and the notification period for road closing has expired, and the resumption issues have been resolved then the plan will be registered and the land will be listed for sale.</p> <p>02/08/2018 – LB: Spoke to surveyor this week and he has promised to get the plan to me within the week.</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>23/07/2018 – LB: Still waiting on plan for boundary adjustment.</p> <p>11/07/2018- LB: Still waiting on plan from surveyor. Contact with the surveyor revealed that there were issues with the road alignment and he was working on it.</p> <p>21/06/2018 – LB: Revised Target Date changed by: Lyn Bottrill From: 30 Jun 2018 To: 30 Sep 2018.</p> <p>21/06/2018 – LB: Surveyor has confirmed that Council will receive the plan etc. in about two weeks.</p> <p>04/06/2018 – LB: Currently waiting on survey plan for road closing.</p> <p>23/05/2018 – LB: Waiting on plan.</p> <p>23/04/2018 – LB: Revised Target Date changed by: Lyn Bottrill From: 16 Apr 2018 To: 30 Jun 2018.</p> <p>23/04/2018 – LB:</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						Surveyor has been engaged to provide a plan for boundary adjustment and road closure will commence as soon as a plan is available.		
19	19 April 2018	147/18	16.9	<p>Compulsory Acquisition of Lot 13 DP 239506 - Access to Jindabyne Sewerage Treatment Plant, Jindabyne Landfill and Sewer Pump Station 6 That Council</p> <p>A. Rescind resolution 131/14 of 26 August 2014</p> <p>B. Proceed to acquire Lot 13 Deposited Plan 239506 by compulsory process under the Land Acquisition (Just Terms Compensation) Act 1991 by authority contained in the Roads Act 1993 for the purposes of providing legal access to the Jindabyne Sewer Treatment Works, Jindabyne Landfill and Sewer Pump Station 6.</p> <p>C. Dedicate the land as Public Road in accordance with the Roads Act 1993</p> <p>D. Note minerals are to be excluded from this acquisition</p> <p>E. Note this acquisition is not for the purpose of resale</p> <p>F. Make the necessary applications to the Minister for Local Government and the Governor</p> <p>G. Authorise the Common Seal be affixed to all documentation required</p>	Land & Property Officer	<p>26/03/2020 – LB: Invoice for costs of valuation and handling costs incurred by the Valuer General’s department amounting to \$12,900 has been received and paid. We should receive invoice for purchase of land shortly. Public Works has requested an update from Crown Lands regarding the invoice.</p> <p>02/03/2020 – LB: The invoice has not been issued and a further enquiry has gone to Public Works who will follow up.</p> <p>15/01/2020 – LB: Follow up with Public Works revealed that an enquiry has been placed with Crown Lands and we are expecting the invoice to be issued shortly.</p> <p>28/11/2019 – LB: Follow-up with Public Works revealed that the invoice still has not been received.</p> <p>28/10/19 – LB: Email from Public Works confirmed that the valuation was received and sent to Primary</p>	30/05/2020	N

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				to be sealed to give effect to this resolution.		<p>Industries. Invoice is yet to be received for payment.</p> <p>30/09/2019- JH: No further update from Public Works at this stage.</p> <p>02/09/19 – LB: Confirmed with Public Works that receipt of an invoice for compensation has not yet been received.</p> <p>26/07/19 – LB: Still waiting on invoice.</p> <p>01/07/19 – LB: Waiting on receipt of invoice for compensation of the land acquisition.</p> <p>31/05/2019 – LB: Valuation has been received by Public Works. PW will forward to Council after reviewing the valuation.</p> <p>30/04/2019 – LB: Still waiting for the valuation from the Valuer General.</p> <p>27/03/2019 – LB: Waiting for the Valuer General to send an invoice for the value of the land.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>04/03/2019 – LB: Land has been gazetted to Council.</p> <p>30/01/2019 – LB: This property will be gazetted to Council in February 2019.</p> <p>22/11/2018 – LB: Council has been advised that gazettal of the transfer of the stock route to Council will take place in February 2019. Roads, Waste and Waste Water have been notified.</p> <p>24/10 2018 – LB: Minister’s consent to the acquisition has been received and we are now progressing to finalise the matter by 30 November 2018. Council has been notified by Public Works that OLG has approved acquisition and we are currently waiting on gazettal and notification from the Valuer General for the cost.</p> <p>03/10/2018 – LB: Waiting on Valuer General's valuation of the land.</p> <p>27/08/2018 – LB: This matter is still waiting on consent from the OLG.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>02/08/2018 – LB: This matter is still with the Governor.</p> <p>23/07/2018 – LB: Waiting on reply from the OLG.</p> <p>11/07/2018 – LB: Application is with the OLG and we should receive word from the Valuer General within the next month with respect to purchase price.</p> <p>21/06/2018 – LB: Revised Target Date changed by: Lyn Bottrill From: 21 May 2018 To: 21 Oct 2018.</p> <p>21/06/2018 – LB: Application has been sent to OLG for consent.</p> <p>04/06/2018 – LB: This matter has been submitted to the Dept of Local Gov. for consent.</p> <p>23/05/2018 – DC: Application has been submitted to the Dept of Local Government for consideration. Ongoing.</p> <p>01/05/2018 – LB: Dept. Finance notified of Council resolution and as soon as the Mayor signs the page of the Minutes containing the resolution it will be sent</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						to Dept. of Finance to follow up with Application to the Minister and the Governor.		
20	07 May 2018	162/18	11.1	<p>Proposal to Realign the Barry Way Jindabyne and to Address Issues with the Intersections of Barry Way with Eagle View Lane and Bungarra Lane That Council</p> <p>A. Approve the proposal to realign The Barry Way over the constructed road from the intersection with MR286 to the boundary of the national park.</p> <p>B. Approve the proposal to apply to the Crown to transfer those sections of The Barry Way which are Crown reserve road to Council.</p> <p>C. Authorise staff to negotiate with landowners for acquisition of the constructed Barry Way and, where possible, to offer to close corresponding sections of paper road and to dedicate the land to the landowner in compensation.</p> <p>D. To engage the services of a surveyor to identify those sections of the Barry Way which are not on line with the constructed road.</p> <p>E. To acquire any Crown land upon which the Barry Way has been constructed through the process of</p>	Land & Property Officer	<p>26/03/2020 – LB: In view of the fact that the landowner has not contacted the Land and Property Officer to date a letter has been sent asking him to contact the Land and Property Officer to discuss his consent to the creation of the road reserve over the road in its current location through his property.</p> <p>02/03/2020 – LB: The Land and Property Officer met with the landowner and he said he will respond after consultation with his wife.</p> <p>20/01/2020 – LB: Waiting on response from landowner on Eagle View Road. He resides in Tasmania.</p> <p>28/11/2019 – LB: Waiting on amended plan from surveyor. Landowner is under the impression that the Crown will grant a right of way over the TSR. An email has been sent to the Crown asking for clarification as the Crown has always maintained that they will not approve a right of way over the TSR.</p>	01/06/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>the Land Acquisition (Just Terms Compensation) Act 1991 through the authority of the Roads Act 1993.</p> <p>F. Authorise the General Manager to execute any documents necessary to complete the project.</p> <p>G. Authorise the expenditure and allocate an amount of \$135,000 in the 2018/19 year Budget with funding to be provided from Stronger Communities Project PP-219 (Undertake project to align the road with road reserves).</p>		<p>A letter has been sent to the landowner over whose property Eagle View Lane passes notifying him of the Council resolution and requesting that he contact the Land and Property Officer.</p> <p>28/10/19 – LB: NSW ALC has confirmed that they are prepared to consent the acquisition of land (TSR) by relinquishing the claim over the road 20m wide. They have requested an amended plan prior to consent being given for the acquisition. The surveyor is currently amending the plan. Letter has been sent to Local Land Services seeking consent to the acquisition but no reply has been forthcoming at this time.</p> <p>30/09/2019-JH: Communicating with NSW Aboriginal Land Council with regard to a parcel of Crown Land required for this access.</p> <p>02/09/19 – LB: Realignment of Barry Way at the intersection of Bungarra Lane has commenced. Eagle View Lane Intersection will be addressed within the next month.</p> <p>26/07/19 – LB:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Survey plan has been received. Negotiation with landowners to commence shortly.</p> <p>01/07/19 – LB: Survey plan still not received. When the plan is received, negotiations with affected landowners will commence.</p> <p>31/05/2019 – LB: Surveyor has completed survey to Moonbah Bridge. He is currently checking his calculations and expects to be able to send it to Council within a week.</p> <p>30/04/2019 – LB: Survey and plan is still underway with the surveyor.</p> <p>27/03/2019 – LB: No further update.</p> <p>04/03/2019 – LB: Survey is ongoing. Surveyor has given assurance that work is progressing.</p> <p>30/01/2019 – LB: No further update. It is anticipated that the survey work will be ongoing for approx. 12 months.</p> <p>22/11/2018 – LB:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>No further update. It is anticipated that the survey work will be ongoing for approx. 12 months</p> <p>24/10/2018– LB: Surveyors are presently working on identification plan.</p> <p>03/10/2018- LB: Keven Spain engaged to carry out survey.</p> <p>27/08/2018 – LB Surveyor selected and work to progress shortly.</p> <p>07/08/2018 – LB: Revised Target Date changed by: Lyn Bottrill From: 06 Jun 2019 To: 31 Dec 2019.</p> <p>02/08/2018 – LB: Call for expressions of interest from local land surveyors. Submissions currently being considered.</p> <p>23/07/2018 – LB: No EOI s received by due date. All surveyors were contacted and were given an extension of time to submit their EOI. Closing date is 27/7.</p> <p>11/07/2018 – LB:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Specification sent to three surveyors requesting that they submit expressions of interest. Due by cob 13/7.</p> <p>21/06/2018 – LB: Revised Target Date changed by: Lyn Bottrill From: 06 Jun 2018 To: 06 Jun 2019.</p> <p>21/06/2018 – LB: Draft specification with Group Manager Transport and Infrastructure for approval.</p> <p>04/06/2018 – LB: The specification is currently been developed for the work to be carried out by the surveyor. Council will call for expressions of interest to carry out the work.</p> <p>23/05/2018 – LB: Specification being developed to seek quotations from suitably qualified land surveyors.</p>		
29	21 June 2018	253/18	22.3	<p>Council Property - Town View, Waterworks Hill, Bombala</p> <p>That Council</p> <p>A. Approve the proposal to demolish the residence located on lot 1 DP 1216130</p> <p>B. Serve notice on the tenant to vacate the premises in accordance with the Residential Tenancy Act.</p>	<p>Water & Wastewater Consultant</p> <p>Water & Wastewater Manager</p>	<p>23/03/2020 – MR: Demolition of BWTP Cottage to coincide with Bombala WTP refurb or rebuild in accordance with Bombala/Delegate Water Supply Options Study recommendations.</p> <p>02/03/2020 – MR: Demolishment of the residence will depend on the outcome of the Options Study and</p>	30/06/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>C. Engage the services of a suitably qualified contractor to demolish the residence, clear the site and dispose of any asbestos in accordance with the EPA Act; and</p> <p>D. Authorise the expenditure and allocate an amount in the 2018 Financial Year Budget with funding to be provided from the Former Bombala LGA Reserve.</p>	Land & Property Officer	<p>recommendations. Options Study will be provided to Council when received.</p> <p>14/01/2020 – AS: Still waiting on the Bombala/Delegate Water Options Study Report – expected finalisation April 2020.</p> <p>03/12/2019 MR: Ongoing.</p> <p>28/10/2019 – MR: Waiting on finalisation of Bombala/Delegate Water Options Study Report on the refurbishment/replacement of the Bombala Water Treatment Plant.</p> <p>02/10/2019 – MR: W&WW is waiting on the finalisation of the Bombala/Delegate water supply options report so that a decision can be made around incorporating the demolition of the cottage in the potential rebuild/rehabilitation of the BWTP and associated site. The preferred option is to have the demolition/removal, timing and cost of the cottage be a component of the \$15M grant funding to improve Bombala's and Delegate's water supplies.</p> <p>02/09/2019 – RP:</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>The power and sewerage services have been disconnected and water service is being disconnected from the house. Once the disconnection of services is completed, quotes will be sourced for the demolition of the house based on the outcome of the option assessment of the water treatment plant.</p> <p>26/08/2019 – RP: Awaiting on Options Study Report from GHD. It is anticipated the report will be received mid-August. Removal of the cottage will form part of the Bombala Water Treatment Plant refurbishment or replacement.</p> <p>26/07/2019 – MR: Awaiting on Options Study Report from GHD. It is anticipated the report will be received mid-August. Removal of the cottage will form part of the Bombala Water Treatment Plant refurbishment or replacement.</p> <p>01/07/2019 – MR: Power and water being disconnected. OSSM connections being investigated. House won't be demolished until the Options Study-Bombala Water Treatment Plant has been finalised.</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>31/05/2019 – LB: Council’s Water and Wastewater Department is currently seeking quotations to demolish the cottage.</p> <p>30/04/2019 – LB: Planning to demolish the cottage is underway.</p> <p>27/03/2019 – LB: Tenant has found alternative accommodation and has been given an extension to 7 April to move out of the cottage at Bombala Waterworks.</p> <p>04/03/2019 – LB: Tenant has until 31 March 2019 to vacate the premises.</p> <p>30/01/2019 – LB: Disadvantaged housing in Delegate must be advertised. This is currently being done and the tenant will be given an additional written reminder to vacate.</p> <p>10/12/2018 – LB: Tenant has been notified that alternative housing has been found for him in Delegate. The accommodation in Delegate is managed by Council and the house needs work before anyone moves in. This work will take approx. 1</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>month so it is intended to give the tenant at the Waterworks cottage notice to vacate when the work is completed.</p> <p>24/10/2018 – LB: Commercial Land & Property Officer investigating availability of housing in Delegate for tenant.</p> <p>08/10/2018 – LB: Enquiries currently being made to Southern Cross Housing re consideration of tenant at Waterworks cottage for disadvantaged housing at either Bombala or Delegate.</p> <p>03/10/2018 – LB: Looking into disadvantaged housing for tenant in either Bombala or Delegate.</p> <p>27/08/2018 – LB: Enquiries made of real estate agents if they have any properties for rent in Bombala. Emailed tenant details to access assistance with rental bond.</p> <p>02/08/2018-LB: Currently working with tenant to find suitable alternative accommodation.</p> <p>23/07/2018 – LB:</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						Revised Target Date changed by: Lyn Bottrill From: 23 Jul 2018 To: 29 Sep 2018. 23/07/2018 – LB: Still waiting on tenant finding new premises. Council has supplied a letter saying that he has always paid his rent on time. 23/07/2018 – LB: Tenant has been notified and is looking for new premises. Council resolution not to proceed to demolish the cottage until tenant has found new tenancy.		
57	6 September 2018	314/18		Proposed Acquisition of Land in Cooma That Council A. Acquire Lots 400 and 434 DP 750535 and lot 461 DP 41999 by compulsory process under the Land Acquisition (Just Terms Compensation) Act 1991 by authority contained in the Local Government Act 1993 for the purpose of saleyards. B. That the land be dedicated as Operational land in accordance with the Local Government Act 1993 C. That minerals be included in this acquisition	Property Officer	26/03/2020 - JH: Waiting on response from OLG. 27/02/2020 - JH: All information is with OLG and waiting for approval to come through. 15/01/2020 - JH: Waiting on response from Crown to advise that the Special Lease will be extinguished after acquisition has been completed to finalise documents required by OLG. 28/11/2019 – JH: A request from OLG for further information was received 9/11/2019 and the information	8/10/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>D. That this acquisition is not for the purpose of resale</p> <p>E. That the necessary applications be made to the Minister for Local Government and the Governor.</p> <p>F. That the Common Seal be affixed to all documentation required to be sealed to give effect to this resolution.</p> <p>G. That following the acquisition of the three Crown allotments, the eleven lots comprising the Cooma saleyards be consolidated into a single allotment.</p> <p>H. That this project be funded from the former Cooma Monaro Shire Council reserve fund.</p>		<p>gathered and sent to OLG 11/11/2019. Waiting for response from OLG.</p> <p>17/10/2019 – JH: Application is with the OLG for processing. No updates have been received from OLG.</p> <p>24/09/2019 – JH: No response from Crown Lands with request from Council to begin project. No response yet from OLG about the acquisition application. Applications traditionally take approximately 90 days to be processed.</p> <p>02/09/2019 – LB: Email has been sent to the Crown requesting permission to proceed with the truck wash.</p> <p>26/07/2019 – LB: Application to OLG imminent. Currently waiting on results of searches of Native Title Register.</p> <p>01/07/2019 – LB: Consent received from the Crown. Advertising period still current. Acquisition cannot proceed until advertising period has concluded.</p> <p>31/05/2019 – LB: Still waiting on consent from the Crown.</p> <p>30/04/2019 – LB:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Update from the Crown in response to email from Council revealed that the Crown has not dealt with the matter yet.</p> <p>27/03/2019 – LB: Still waiting on consent from the Crown.</p> <p>04/03/2019 – LB: Waiting on consent from the Crown.</p> <p>30 January 2019 – LB: Letter of notification has been prepared. Consent of Crown has been requested.</p> <p>22/11/2018 – LB: Compulsory process has been commenced. The process will take approx. 12 months to complete.</p> <p>30/10/2018 – GH: Documentation for acquisition currently being prepared. Documentation for acquisition currently being prepared.</p> <p>28/09/2019 – LB: Preliminary investigations are being carried out to commence the compulsory acquisition process.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
74	4 October 2018	353/18	15.1	<p>Clr Castellari Notice of Motion - Rooftop Solar That Council</p> <p>A. Support the Albury City Council motion regarding legislative changes to enable the implementation of a program similar to that implemented by Darebin City Council in Victoria;</p> <p>B. Advocate for the legislative changes to local members and relevant Ministers;</p> <p>C. Carry out due diligence with a business case which includes funding options, power under current legislation that would provide solar subsidy schemes for residence and businesses within the SMRC council area; and</p> <p>D. Provide for public consultation process once the above has been carried out.</p>	Chief Executive Officer / Executive Assistant to CEO, Mayor & Councillors	<p>04/03/2020 – SC: No further update.</p> <p>06/02/2020 – SC: No further update.</p> <p>03/12/2019 – SC: B – The CEO requested an update from LGNSW in regarding to their advocacy of behalf of the local government sector (as per resolution 100 – Solar Buy Back - from the 2018 LGNSW Conference).</p> <p>LGNSW has made representations to the previous Minister for the Environment and Minister for Local Government prior to the latest cabinet reshuffle. The matter was also raised in LGNSW’s submission to the Senate Standing Committee on Environment and Communications Inquiry into Treasury Laws Amendment (Improving the Energy Efficiency of Rental Properties) Bill 2108. Further to this, LGNSW also raised this matter at their liaison meeting with the Office of Environment and Heritage and will continue to advocate on the issue as opportunities arise.</p> <p>C & D – No action to date. 03/07/2019 – PB: A. Complete</p>	Ongoing	N

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						B. GM spoke with LGNSW and the Local Member. LGNSW have agreed to put it on their agenda. C. C & D – no action. 29/04/2019 – PB: Complete. B, C and D, no action to date.		
88	1 November 2018	394/18	12.1	Planning Proposal 461 Barry Way, Moonbah to Amend Snowy River Local Environmental Plan 2013 That: A. The report from the Senior Strategic Land Use Planner on the Planning Proposal 461 Barry Way (Lot 101 DP 817374) be received. B. The Planning Proposal be submitted to the Minister of NSW Planning & Environment for a Gateway Determination in accordance with Section 3.34 of the <i>Environmental Planning and Assessment Act 1979</i> . C. The Department of Planning and Environment be advised that Council wishes to be issued with an authorisation to use delegation for the Planning Proposal.	Senior Strategic Land Use Planner	19/03/2020 – MA: No response received from DPIE regarding request for extension of time due to SAP Masterplan. In process of following up with DPIE. 31/03/2020 – AS: No further update. 02/03/2020 – BD: No further update. 20/01/2020 – AA: A letter has been forwarded to State Government requesting the Gateway Determination date be extended to coincide with the conclusion of the Go Jindabyne masterplan. 02/12/2019 – AA: Still awaiting response.	28/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>D. In the event NSW Department of Planning & Environment issues a Gateway Determination to proceed with the Planning Proposal, consultation be undertaken with the community and government agencies in accordance with Schedule 1, Division 1, Clause 4 of the <i>Environmental Planning and Assessment Act 1979</i> and any directions of the Gateway Determination.</p> <p>A.</p>		<p>4/11/2019 – KM: Still awaiting response.</p> <p>30/09/2019 – AA: Still awaiting response.</p> <p>29/08/19 – AA: Still awaiting response.</p> <p>26/07/19 – AA: Still awaiting response.</p> <p>27/06/2019 – AA: Still awaiting response.</p> <p>30/05/2019 – AA: Further information has been requested from the proponent – awaiting response.</p> <p>01/05/2019 – AA: Advice from Office of Environment and Heritage received – awaiting further clarification.</p> <p>29/03/2019 – AA: Staff are still awaiting advice from Office of Environment and Heritage.</p> <p>11/03/2019 – AA: Application has been referred to the Office of Environment and Heritage as per the Gateway Determination. Will be placed on public</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>exhibition once advice has been received from OEH – estimated to be April 2019.</p> <p>04/02/2018 – MA: The Gateway Determination has been received and the applicant contacted. Looking to progress to public exhibition and consultation with government agencies.</p> <p>20/12/2018– MA: Staff are expecting to receive Gateway Determination imminently</p> <p>06/12/2018 – MA: B. Planning proposal has been submitted to the Minister of NSW Planning and Environment for a Gateway Determination. C. Council has advised Department of Planning and Environment that Council wishes to be issued with an authorisation to use Delegation for the Planning Proposal Cannot be actioned until a determination is given.</p>		
89	1 November 2018	395/18	12.2	<p>DA Best Practice Guideline and Processing Times</p> <p>That Council endorse the following recommendations;</p>	Group Manager Development & Building Certification	<p>30/03/2020 – JG: The Draft DA Best Practice Guideline will be presented to the May Council meeting.</p> <p>03/02/2020 – JG: The Draft DA Best Practice Guideline will be presented to the March Council meeting.</p>	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>1. Council staff develop a Snowy Monaro Region Development Guide that also includes a rural and regional context;</p> <p>2. Increased promotion of pre-lodgement meetings with applicants and a media campaign be undertaken;</p> <p>3. Creation of a user friendly information portal on Council's website;</p> <p>4. Development assessment staff actively participate in the review of the consolidated LEP and DCP with the Strategic Planning Group to achieve practical workable provisions;</p> <p>5. A review and report be presented to the General Manager on resourcing requirements for Building Surveying and Development Engineering staff in order to reduce development application referral times, assist with approvals relating to the issuance with Complying Development Certificates and provide efficient and timely advice to applicants;</p> <p>6. Councillors continue to be provided with a list of applications lodged with Council on a monthly basis and a list of determined development applications on a monthly basis;</p> <p>7. Ensure that when the corporate IT platform is implemented it includes online tracking of applications and use</p>		<p>03/02/2020 – JG: The Draft DA Best Practice Guideline will be presented to the March Council meeting.</p> <p>02/12/2019 – JG: The Draft DA Best Practice Guideline is currently being formatted in accordance with Council's style guide. Once complete it will be presented to Council.</p> <p>04/11/2019 – JG: Draft will be finalised for presentation to Council in December.</p> <p>30/09/2019 – KM: Ongoing.</p> <p>29/08/2019 – JG: Draft developed for presentation to council in November.</p> <p>26/07/2019 – JG: To be discussed as part of the internal audit project.</p> <p>01/07/2019 – JG: 1 – Being developed in anticipation of workshop and consultation with councillors.</p> <p>03/06/2019 – JG:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>of mobile IT platforms, to improve efficiencies in administration of development assessment and building certification processes;</p> <p>8. That checklists and guidelines are updated and expanded to ensure applicants have detailed information to ensure applications are submitted with all relevant information as required by Part 1 of Schedule 1 of the EP&A Regulation (in accordance with Clause 51 of the EP&A Regulation);</p> <p>9. A review be undertaken and report be put forward to Council proposing amendments to the Bombala, Snowy and Cooma DCP's to align notification requirements as being commensurate with impacts and to reduce the number of development applications being notified;</p> <p>10. That development applications be determined 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 21 days; and</p> <p>11. Additional information requests be provided to applicants in a timely manner. The response time on these</p>		<p>1 – Being developed. 3 – Portal being created as part of IT platform development. Completed. 5 – Review being undertaken as part of organisational redesign review. Completed. 9 – Completed. 03/05/2019 – JG: 1 - Being developed 3 - Being developed 5 - Waiting for structure 6 - Report going to June meeting</p> <p>04/04/2019 – JG: 1. Being developed 2. Completed 3. Being developed 4. Completed 5. To be provided in proposed structural review of organisation 6. Completed 7. Completed. Brief for corporate system incorporates use of mobile IT platforms and DA tracking 8. Completed 9. Report being compiled and to be reported to Council May 2019 10. Completed. Step included in DA assessment processes. 11. Completed. Step included in DA assessment processes.</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				requests be increased from 14 days to 21 days.		<p>11/03/2019 – KM: Ongoing.</p> <p>01/02/2019 – JG: 1. To be developed 2. Ongoing 3. To be developed 4. To be undertaken 5. To be undertaken 6. Lists have been and will be continued to be provided 7. Ongoing 8. Completed 9. To be undertaken 10. Ongoing 11. Ongoing 20/10/2018– JG: No further update at this time</p> <p>06/12/2018 – DA: Best Practice Guideline and Processing Times is to be developed.</p>		
117	20 December 2018	575/18	10.3	<p>Proposed Acquisition of Shannons Flat Community Hall That Council</p> <p>A. Agree to accept the gift of Shannon’s Flat Community Hall and approximately 800m2 of land surrounding the hall.</p>	Land & Property Officer	<p>26/03/2020 – LB: A letter has been sent to the landowner requesting confirmation of their intentions.</p> <p>02/03/2020 – LB: Currently waiting on a response from the landowner to confirm their intentions.</p>	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>B. Classify the property as “community land” upon transfer to Council.</p> <p>C. Engage the services of a surveyor to survey lot 78 DP 750527 and create a plan of subdivision of the land to excise the hall and surrounding land within the immediate fence line.</p> <p>D. Agree to bear all costs associated with the subdivision and registration of the plan including any legal costs.</p> <p>E. Fund the costs of approximately \$8,000 from former Cooma Reserves.</p>		<p>20/01/2020 – LB: A report will be submitted to Council updating Councillors on the status of this matter. At present Council is paying the power bills.</p> <p>28/11/2019 – LB: Landowner has been informed that the plan has been registered. Landowner has indicated that the community has had a change of heart and no longer wishes to transfer the hall to Council. However, Council pays the insurance and power for the Hall property.</p> <p>28/10/2019 – LB: Plan of subdivision has been registered. This was lodged and processed prior to discussion with the landowner who has now requested that the transfer of the land to Council be delayed.</p> <p>30/09/2019 – JH: No further update from the Landowner.</p> <p>02/09/19 – LB: Landowner has requested that this matter be placed on hold until they investigate their options.</p> <p>26/07/19 – LB: Recent discussion with the landowner resulted in Council being requested to delay the matter</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>for the time being as the family was not sure it wanted to progress with the transfer of the property to Council.</p> <p>01/07/19 – LB: Still waiting on the plan of subdivision. Mr Luton contacted and situation explained.</p> <p>31/05/2019 – LB: Surveyor expects to be able to send plan of subdivision to Council next week.</p> <p>30/04/2019 LB: Still waiting on the plan of subdivision.</p> <p>27/03/19 – LB: Contacted the surveyor on 25 March and he agreed to prioritize the plan of subdivision.</p> <p>04/03/2019 – LB: Waiting on plan of subdivision from the surveyor.</p> <p>28/02/2019- JH: Plan for subdivision has been requested and waiting for return of plan from the Surveyor.</p> <p>30/01/2019 – LB: Mr Luton has agreed to the proposal going ahead with a signed consent.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						Kleven Spain has been engaged to provide a plan of subdivision to excise the hall.		
165	21 February 2019	68/19	13.9	<p>Parking in the laneway at the rear of the Jindabyne Town Centre That Council</p> <p>A. Approve the proposal to enter into public consultation with the shopkeepers and owners in Jindabyne Town Centre regarding changes to the laneway at the rear of the shops.</p> <p>B. Receive a further report regarding the results of the public consultation and the proposed way forward together with detailed costings.</p>	<p>Land & Property Officer</p> <p>Roads Safety Officer</p>	<p>26/03/2020 – LB: Tenders will need to be called for the survey and design work. When the survey and design is completed, staff will arrange for public consultation.</p> <p>02/03/2020 – LB: Waiting on survey and design so that public consultation can be arranged.</p> <p>03/02/2020 – LB: Shopkeepers and shop owners in the Jindabyne Town Centre have been notified by letter that Council has been successful in securing grant funding for survey and design of the back lane.</p> <p>02/12/2019 – GH: Letter received from Transport for NSW (RMS) stating that Council has been successful in obtaining funding for survey and design work in the amount of \$ 12,500.00.</p> <p>29/10/2019 – GH: Letter forwarded to NSW RMS requesting funding for survey and design work.</p> <p>28/09/2019 – GH:</p>	31/12/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Road Safety Officer, through the Local Traffic Committee, has been requested to:</p> <p>A. Initiate report to Council seeking approval to commence with the project.</p> <p>B. Investigate the survey & design costs with Councils Manager Construction.</p> <p>C. Draft letter on behalf of the Director Infrastructure & Operations requesting funding from RMS to cover cost of the survey and design process.</p> <p>02/09/2019 – LB: RMS is seeking funding to develop a strategy for parking and traffic movement in the laneway.</p> <p>26/07/2019 – LB: Council's Roads Safety Officer is currently working with RMS to apply for funding.</p> <p>01/07/2019 – LB: Council's Road Safety Officer is in discussion with RMS regarding the possibility of grant funding to progress this matter.</p> <p>31/05/2019 – LB: This has been revised and a report will be prepared for the July 2019 Council meeting.</p> <p>30/04/2019 – LB: Public consultations were held and a report will be presented to the June meeting of Council.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>27/03/2019 – LB: A good response was received from the shopkeepers and shop owners. Public consultation will be held at two sessions on 2 April at 2pm and 6.30pm.</p> <p>04/03/2019 – LB: Letters to go to shop owners/shopkeepers this week advising of date for public consultation.</p>		
200	21 March 2019	114/19	9.2.5	<p>Proposed Acquisition of Crown land - Part lot 209 DP 729704 That Council</p> <p>A. Acquire 3210m² of lot 209 DP 729704 by compulsory process under the Land Acquisition (Just Terms Compensation) Act 1991 by authority contained in the Roads Act 1993 for the purpose of road;</p> <p>B. Include minerals in this acquisition;</p> <p>C. Make the necessary applications to the Minister for Local Government and the Governor</p> <p>D. Affix the Common Seal to all documentation required to be sealed to give effect to this resolution; and</p>	Land & Property Officer	<p>26/03/2020 – LB: A reply from the NSW Aboriginal Land Council has not been received at this time. The landowner/developer has been reminded to amend the Deed of Agreement and return it to Council.</p> <p>02/03/2020 – LB: The landowner has been asked to amend the Deed of Agreement. Council is currently waiting on amended Agreement. In the meantime the NSW Aboriginal Land Council has been approached for consent to acquire the “road” across lot 209.</p> <p>20/1/2020 – LB: Discussions with the Crown and the ALC are ongoing.</p> <p>28/11/2019 – LB:</p>	31/12/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				Request the owner of lot 6 DP 709106 to enter into a Deed of Agreement with Council requiring the owner of that land to be responsible for all costs associated with the acquisition, survey, transfer fees, solicitors fees and LRS fees etc. prior to commencing the process		<p>This project forms part of the project to realign the Barry Way. Investigations into Native Title and Aboriginal Land Claims revealed a number of claims over the TSR and the NSW ALC has stated that whilst it is prepared to lift the ALC over the formed road from the Barry Way through the TSR (lot 209) it will not consent to Council acquiring the 3210m². At present Council is waiting on the plan of subdivision in order to progress the matter.</p> <p>28/10/2019 – LB: Cost agreement still has not been received. NSW ALC has confirmed that they are prepared to consent to acquisition of land (TSR) by relinquishing the claim over the road 20m wide. They have requested an amended plan prior to consent being given for the acquisition. The surveyor is currently amending the plan. Letter has been sent to Local Land Services seeking consent to the acquisition but no reply has been forthcoming at this time.</p> <p>30/09/2019 – JH: Waiting on a copy of cost agreement from landowner/developer.</p> <p>02/09/2019 – LB: Landowner/developer is currently preparing the costs Agreement.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>26/07/2019 – LB: No further update. To be followed up with landowner.</p> <p>01/07/2019 – LB: Further letter has been sent to landowner's solicitor.</p> <p>31/05/2019 – LB: Waiting on landowner's Solicitor to respond to correspondence.</p> <p>30/04/2019 – LB: Still waiting on the Deed of Agreement.</p> <p>27/03/19 – LB: Council's solicitor has been asked to provide a Deed of Agreement for the landowner to cover all costs associated with the land acquisition.</p>		
211	21 March 2019	127/19	13.2	Delegate Disadvantaged Housing That Council continue with the current arrangement of Facilities staff managing the tenants and maintenance on the properties pending community consultation, and bring a report back to Council.	Acting Manager - Land & Property	<p>27/03/2020 – KH: No further update.</p> <p>02/03/2020 – KH: Mail out to the community at Delegate seeking their feedback to be arranged asap to gauge thoughts. Ongoing.</p> <p>03/02/2020 – KH: Ongoing.</p>	30/06/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>28/11/2019 – KH: Further communication to the broader community is yet to occur.</p> <p>30/10/2019 – KH: Further communication to occur with a broader cross section of community.</p> <p>30/09/2019 – KH: Acting Land and Property Manager has met with the Delegate Progress Association – they would like to have a say as to who resides in this accommodation. Survey to be sent to the residents to request feedback.</p> <p>27/08/2019 – KH: Staff to meet with some members of the community in Delegate on Thursday 29 August. Survey to be sent to each resident to complete and return.</p> <p>26/07/2019 – KH: Have made contact with the Project Team and the Communications Team about the best way to consult a broad cross-section of the community.</p> <p>01/07/2019 – KH: Ongoing.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>29/05/2019 – KH: Ongoing – Community Consultation Plan is in the draft stages.</p> <p>02/05/2019 – KH: Staff are preparing a Community Consultation Plan for the Delegate Community.</p> <p>26/03/2019 – KH: Facilities Team to prepare a plan as to the best way to communicate with the Delegate Community.</p>		
227	17 April 2019	151/19	9.2.2	<p>Consolidation of Reserve no. 530002 Centennial Park and Lot 6 DP 758280 Cooma Visitors Centre as one Crown Reserve for General Community Use That Council</p> <p>A. Request that the Crown add lot 6 DP 758280 to Reserve 530002 comprising Centennial Park and add an additional purpose of “General Community Use” to the Reserve.</p> <p>B. Relinquish Licence LI 453017 for the use of the Cooma Visitors Centre when Lot 6 DP 758280 is added to Reserve 530002.</p>	Land & Property Officer	<p>26/03/2020 – LB: Crown was sent a second reminder today. It is an involved process, and will take a while to review, given the current COVID-19 pandemic and the recent bushfires.</p> <p>02/03/2020 – LB: Negotiations with the Crown are ongoing. It is likely that the Crown would prefer lot 6 to be placed under Council management and that the lease be rescinded. We are currently waiting on a reply.</p> <p>20/01/2020 – LB: This matter has been escalated at Crown Lands to achieve a decision on the way forward.</p> <p>02/12/2019 – LB</p>	01/06/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Continuing discussion with the Crown on the most expedient way to achieve the desired result is ongoing.</p> <p>28/10/2019 – LB: The Crown has agreed to take the matter to a higher level and seek advice on whether the amalgamation of the two reserves can be achieved.</p> <p>30/09/2019- JH: Crown have rescheduled this meeting for the third week in October.</p> <p>02/09/2019 – LB: A meeting is being arranged with the Crown to discuss this matter and the process Council needs to follow.</p> <p>26/07/2019 – LB: No further update. Request has been sent to Crown Lands for meeting to discuss the way forward.</p> <p>01/07/2019 – LB: Still waiting on the Crown for advice on procedure.</p> <p>31/05/2019 – LB: Waiting on advice from the Crown regarding process and procedure.</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						30/04/2019 – LB: Email has been sent to the Crown requesting that they advise Council of the process on this matter.		
241	17 April 2019	166/19	13.1	<p>Purchase of Part Lot 1 DP101714 and Part lot 1 DP 222016 in Commissioner Street Cooma - Flood Mitigation Works Stage 2</p> <p>That Council</p> <p>A. Rescind Resolution 39/14 of 10 February 2014;</p> <p>B. Offer to purchase lot 4 DP 1242464 \$9,650 ex GST;</p> <p>C. Offer to purchase lot 3 DP 1242464 for the sum of \$5,500 ex GST;</p> <p>D. Authorise the General Manager to negotiate with the owners of lots 3 and 4 to within 10% of the valuation;</p> <p>E. Calculate the apportionment of property rates from the date of registration of the plan of subdivision (17 December 2018);</p> <p>F. Classify both lots as operational land upon acquisition; and</p> <p>G. Authorise the expenditure and allocate an amount of \$21,450 ex GST in the 2019 Financial Year Budget with funding to be provided from other internal reserves.</p>	Land & Property Officer	<p>26/03/2020 – LB: At the Council meeting held on 19 March Council resolved to accept the vendor’s offer of \$25,000 with a contribution to costs to be negotiated by the CEO.</p> <p>02/03/2020 – LB: A report has been submitted for the March Council meeting. Council is currently waiting on a response from the vendor’s solicitor.</p> <p>20/01/2020 – LB: There is a report to the February meeting of Council.</p> <p>02/12/2019 – LB: Negotiations are ongoing.</p> <p>28/10/2019 – LB: Offer of \$25,000 plus GST and costs received from the vendor. This has been referred to the General Manager.</p> <p>30/09/2019-JH:</p>	31/05/2020	N

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Council is waiting on a response for the offer submitted for lot 3.</p> <p>02/09/2019 – LB: Purchase of lot 4 has been completed. Offer has been submitted for lot 3 and Council is now awaiting response.</p> <p>26/07/2019 – LB: Contracts have been exchanged for the purchase of lot 4. Lot 3 is subject to a Council report in August.</p> <p>01/07/19 – LB: The owner of lot 4 D 1242464 has agreed on the purchase price and purchase of the land is proceeding. Council is still in negotiations with the owner of lot 3.</p> <p>31/05/2019 – LB: Negotiations are ongoing.</p> <p>30/04/2019 – LB: The resolution of Council has been sent to Council's solicitor so that negotiation can take place.</p>		
251	16 May 2019	185/19	9.2.1	CMCA RV Park – Cooma That Council support in principle the development of a CMCA RV park at the	Group Manager Facilities Management	<p>27/03/2020 – GH: Report to Council planned for April meeting.</p> <p>02/03/2020 – GH:</p>	28/04/2020	N

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				Hawkins St site and provide in-kind assistance through internal plant rates.		<p>Final plans and estimates received by CMCA. CMCA has provided a draft MOU and a sample lease documents which will be included in a report to Council. Pending support from Council to proceed a DA will be lodged.</p> <p>31/01/2020 – GH: Local surveyor is finalising plan for CMCA and is expected by end of January.</p> <p>03/12/2019 – GH: CMCA has provided draft design to Council and has requested review as well as availability of fill for entrance works.</p> <p>29/10/2019 – GH: Draft designs complete, CMCA awaiting review and will discuss with Council when review complete.</p> <p>30/09/2019 – GH: CMCA have advised that they have engaged a local design engineer and are expecting draft designs and estimates shortly. This will inform CMCA as to the cost and viability of proceeding with this proposal.</p> <p>02/08/2019 – GH : CMCA have been unable to secure local design consultant and are approaching suitable firms in the ACT.</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>24/07/2019 – GH: CMCA have advised they are still trying to secure a local design consultant.</p> <p>01/07/2019 – GH: CMCA requested and were provided with local survey and design engineer contacts that can undertake detailed design and estimates for the establishment of the RV Park in Hawkins St. Awaiting responses from CMCA as to whether the project is feasible within CMCA site establishment cost criteria inclusive of Council resolved internal plant hire rate for civil works.</p> <p>05/06/2019 – GH: CMCA advised of Council resolution regarding in principle support and will now proceed with more detailed investigation, design and costing for site establishment.</p>		
260	16 May 2019	194/19	9.4.1	<p>Classification and Categorisation of Crown Land in Council's Care and Control That Council approve the proposed categorisation of Crown land as per attachment 1 to report Classification and Categorisation of Crown Land in Council's Care and Control</p>	<p>Property Officer</p> <p>Land & Property Officer</p>	<p>26/03/2020 – LB: The consultants engaged by Council to do the Plan of Management for Crown Land have checked with Crown Lands about approval of the categorisation for Crown Land in SMRC and have advised that the Crown is still working through the many submissions it has received.</p> <p>02/03/2020 – LB:</p>	30/05/2020	N

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Council is waiting on confirmation of approval of categorisations. The Plans of Management are currently underway.</p> <p>20/1/2020 – LB: Requests for classification and categorisation have been submitted for approval by CL. A copy of the submission has been sent to Council's Contractors to enable them to commence work on the Plan of Management for Crown Land to be managed as community land under the Local Government Act.</p> <p>02/12/2019 – LB: Still waiting on consent from the Minister for Council's recommended classifications. Determinations over caravan and holiday parks has been deferred for the time being.</p> <p>28/10/2019 – LB: Reply from Crown Land confirming that rubbish depot sites have been classified as operational land. Two sites have been deferred and one drainage site in Cooma has been classified as community land.</p> <p>Tender responses received for POM and are currently under evaluation. Preferred consultant should be identified by the end of the week.</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>30/09/2019 –JH: Tender for Plans of Management closed Friday 27 September and all submissions are being reviewed.</p> <p>02/09/2019 – LB: Tender process for development of Plans of Management has commenced through Tender Panel.</p> <p>26/07/2019 – LB: Waiting on response from the Minister. In the meantime request for tender to prepare Plans of Management is in progress.</p> <p>01/07/2019 – LB: Application has been submitted to the Minister.</p> <p>31/05/2019 – LB: Application to the Minister with maps and aerial photos is currently being prepared. One application for change of classification and another for categorisation.</p>		
290	20 June 2019	227/19	9.4.1	<p>Application to Crown Land to be appointed as Land Manager to Various Waste Management Sites That Council requests to be appointed as Land Manager of the following Reserves:</p>	Resource & Waste - Project Manager	<p>30/03/2020 – JH: No further update.</p> <p>22/01/2020 – JH: E. Property officer has written to the NSW Aboriginal Land Council to see if they wish to</p>	Ongoing	N

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>A. Dalgety Landfill Lot 2 DP 837128, Reserve 88070 for Rubbish Depot under Crown control;</p> <p>B. Bombala Landfill Lot 123 DP 756819, Reserve 15472 for Night Soil Depot under Crown control;</p> <p>C. Bombala Landfill Lot 300 DP 756819, Reserve 49491 for Night Soil Depot under Crown control;</p> <p>D. Berridale Transfer Station Lot 178 DP 756837, Reserve 73609 for Sanitary Purpose under Crown control;</p> <p>E. Berridale Landfill Lot 153 DP 756694, Reserve 47391 for Rubbish Depot under Crown control; and</p> <p>Request the purpose of land be changed to Urban Services for Reserves 15472 & 49491</p>		<p>revoke their interest as ALC 25795 is current on this reserve.</p> <p>09/01/2020 – MD:</p> <p>A. Confirmation has been received Council is the Land Manager of Dalgety Landfill Lot 2 DP 837128, Reserve 88070 for Rubbish Depot;</p> <p>B. Confirmation has been received Council is the Land Manager of Bombala Landfill Lot 123 DP 756819, Reserve 15472 for Night Soil Depot;</p> <p>C. Confirmation has been received Council is the Land Manager of Bombala Landfill Lot 300 DP 756819, Reserve 49491 for Night Soil Depot;</p> <p>D. Confirmation has been received Council is the Land Manager of Lot 178 DP 756837, Reserve 73609 for Sanitary Purpose under Crown control;</p> <p>E. Awaiting confirmation.</p> <p>29/11/2019 – MD: Advice not yet received.</p> <p>02/09/2019 – MD: No further progress. Advice received from Crown Lands is that this will take some months to complete.</p> <p>26/07/2019 – PC:</p>		

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No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>No further progress.</p> <p>01/07/2019 – MD: Property Officer has contacted Crown Lands regarding A, B, C, D and E. They have advised they will respond with actions that are necessary to be undertaken to appoint Council as land manager. At this stage the timeframe of completing this task is unknown.</p>		
333	18 July 2019	277/19	13.1	<p>Australian Tourist Park Management - NRMA - Caravan Park Jindabyne</p> <p>That Council consider the approval for the Lessee to execute the 2 x 5 terms on the Lease Agreement when the first option to renew is due in October 2019 which will take the Lease Agreement through until October 2029.</p>	Property Officer	<p>26/03/2020 - JH: Council is liaising with NRMA in regard to this item.</p> <p>27/02/2020 -JH: Council Solicitor and NRMA Solicitor are reviewing Agreement and making some minor amendments.</p> <p>15/01/2020 - JH: Solicitor has sent through an updated Agreement with some changes that were required to be made for further review. This is now back with the Solicitor.</p> <p>28/11/2019 – JH: Documents are with NRMA and Snowy Hydro for review and signing and to be returned to Council Solicitor.</p> <p>17/10/2019 – JH:</p>	30/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Council Solicitor is liaising with NRMA for this Lease Agreement to be finalised.</p> <p>24/9/2019 – JH: Council Solicitor is preparing documents for the Lease Agreement to be in place on the due date.</p> <p>27/08/2019 –JH: NRMA notified of Council Resolution, Lease document being prepared.</p> <p>23/07/2019 –JH: Australian Tourist Park Management NRMA advised of outcome from Council meeting. Lease documents being prepared.</p>		
342	15 August 2019	291/19	9.1.3	<p>Delegate School of Arts and Delegate Preschool That Council</p> <p>A. Approve the construction of toilet amenities at the rear of the School of Arts and an accessible pathway from exit points in the School of Arts to the toilet facility;</p> <p>B. Fund the toilet amenities and pathway from former Bombala LGA internal reserves to the value of \$120,000 including project management cost;</p>	<p>Group Manager Facilities</p> <p>Land & Property Officer</p>	<p>26/03/2020 – LB: Tenders for construction of the toilets at the rear of the School of Arts will be advertised imminently but Council is still waiting on advice with respect to the application for funding for the building.</p> <p>PRMF grant funding for Crown assets has not yet been released so that the work on the Delegate Preschool has been placed on hold until the applications for funding become available.</p> <p>02/03/2020 – LB:</p>	31/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>C. Apply to the Stronger Country Communities Fund Program for grant funding to carry out the works identified in the Building Condition Report attached to this report in the amount of \$385,791.</p> <p>D. Seek quotations for a Building Condition Report for the Delegate Preschool to be funded from former Bombala LGA internal reserves; and</p> <p>E. Bring a report to Council for consideration when the Building Condition Report is completed.</p>		<p>This project is being managed by the Special Projects Group. Council has not received any response concerning the grant application.</p> <p>20/01/2020 – LB: Building condition assessment is currently underway for the Preschool. Tenders to carry out the remediation of the School of Arts have closed and are currently being evaluated.</p> <p>02/12/2019 – LB: Request for EOIs have been sent to a number of firms to quote for a building condition assessment of the preschool in Delegate. A further report will be sent to the December 2019 meeting for a resolution to get the building condition assessment carried out.</p> <p>28/10/2019 – LB: This will go to vendor panel within the next week.</p> <p>30/9/2019 – JH: An application for grant funding has been submitted, waiting for outcome of this submission.</p> <p>02/09/2019 – LB: Group Manager Facilities is managing the construction of the toilets at the rear of the School of Arts. The application for grant</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						funding for the School of Arts is currently underway.		
345	15 August 2019	294/19	9.1.6	<p>Minutes of the Arts and Culture S355 Committee Meeting held 12 June 2019</p> <p>That Council note the minutes of the Arts and Culture 355 Committee meeting held 12 June 2019 and adopt its recommendations, being:</p> <p>A. That Council accepts the donation of the Taking Flight sculpture from Lake Light Sculpture and funds the cost of lighting associated with the installation (up to an amount of \$1000), and accepts responsibility for ongoing maintenance as required;</p> <p>B. That the Rix Wright Shearing Sculpture is installed in the preferred location in Centennial Park after consultation with Council engineers regarding the installation requirements e.g. plinth construction, lighting; and</p> <p>That the amendments to the Charter are noted and approved</p>	Community Development Planner & Support	<p>19/03/2020 – MA: The project team met on site in late February. Discussions are underway with Council's insurer. The project is temporarily on hold while the relevant staff member is on leave.</p> <p>25/02/2020 – KH: A. Installation is ready to proceed with, however staff are engaging in negotiations with Council's insurance company who believe someone could be injured if they were to climb on it and fall.</p> <p>04/02/2020 – KH: No further updates.</p> <p>02/11/2019 – KH: A. Options for location continue to be explored.</p> <p>04/11/2019 – KH: The design for the plinth is completed. Staff are currently reconfirming the installation location.</p> <p>30/09/2019 – KH & DS: A. The installation plan for Taking Flight is underway, with the artist and the Design</p>	Ongoing	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>Engineer working together on concept designs. Once an installation design is confirmed, the installation will move to the next stage in partnership with Lake Light Sculpture and NPWS.</p> <p>B. The Shearer sculpture project is now finalised with the sculpture permanently erected in Cooma Centennial Park. An unveiling ceremony was held on 17 September 2019 with all contributors and those involved in the project invited to attend. About 50 people attended.</p> <p>29/08/2019 – KH:</p> <p>A. Council’s Design Engineer has agreed to draw up design options and costings for installation of the plinth. Once this has been completed, we will be able to move forward with installation.</p> <p>B. Design of the display plinth and plaques was conducted in consultation across Council teams and with relevant community members. Construction of the plinth is almost complete, with a grand opening expected to take place in mid-September. Mayor and Councillors, the artist’s family, former Arts 355 Committee members and other relevant stakeholders will receive an invite.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
347	15 August 2019	296/19	9.2.1	<p>Road Closure and Creation of Road Reserve - Badja Road That Council</p> <p>A. Approve to formally close the Council public road that traverses lot 1 DP 124507, Lot 2 DP 1195991 and Lots 15,16 & 81 of DP 752146;</p> <p>B. Engage the services of a Surveyor to prepare a plan of subdivision for the creation of a road reserve over Badja Road;</p> <p>C. Agree to exchange the former closed road through the affected properties in compensation of the area required of the privately owned properties for the road reserve to be created over Badja Road; and</p> <p>D. Authorise the General Manager to execute the documents to give effect to the above</p>	Land and Property Officer	<p>26/03/2020 – LB: Council is waiting on survey plan before proceeding.</p> <p>02/03/2020 – LB: Survey work is currently being carried out.</p> <p>20/01/2020 – LB: Landmark Surveys have been engaged to carry out the survey and produce a plan.</p> <p>02/12/2019 – LB: Currently waiting on quotations from surveyors to carry out the work. Local surveyors were not available so quotations were sought from a number of Canberra firms.</p> <p>28/10/2019 –LB: This matter has been delayed due to absence of staff. The letters and advertisement will be sent out during the next two weeks.</p> <p>30/09/2019 –JH: Letters to adjoining land owners have been prepared and the notice will be advertised.</p> <p>27/8/2019 –JH: Land and Property Officer has commenced this process.</p>	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
352	15 August 2019	301/19	9.3.4	<p>Proposed Closure and Sale of Public Pathway in Kalkite That Council</p> <p>A. Agree to close the pathway and sell the land 50% to each adjoining landowner for \$10,000 including GST each with each party to pay their own legal fees;</p> <p>B. Notify the owners of lots 38 and 39 that Council approves the payment for 50% of the pathway as a “repayment schedule” to be paid in conjunction with the land rates to be fully paid prior to 30 June 2020;</p> <p>C. Apply to the Crown to close the public pathway;</p> <p>D. Engage the services of a surveyor to create a plan of subdivision with the pathway to be divided along its length (front to back);</p> <p>E. Engage the services of a solicitor to draw up contracts for the sale of the land; and</p> <p>F. Authorise the General Manager to execute the documents for the sale of the property</p>	Land & Property Officer	<p>26/03/2020 – LB: All parties have been notified of the Council resolution and quotes for the survey of the pathway have been sought. This resolution is now superseded by resolution 57/20.</p> <p>02/03/2020 – LB: Purchasers were not happy with the timeline for completion set by the Council resolution and a further report has been submitted to the March Council meeting.</p> <p>20/01/2020 – LB: Landowners were notified of Council resolution via mail but are intending to write to Council requesting more time to pay.</p> <p>02/12/2019 – LB: Progressing. Currently waiting on the Crown to respond to enquiries about the process.</p> <p>28/10/2019 – LB Landowners have been notified of the Council resolution and the process of road closing is underway.</p> <p>30/09/2019-JH: Process for closing the pathway is underway and each party has been contacted and advised of the process.</p>	30/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						02/09/2019 – LB: Landowners to be notified and road closing process to commence.		
354	15 August 2019	303/19	9.4.2	<p>An Alternative Solution to Recruitment Shortfalls That Council</p> <p>A. Approve participation in Wagga Wagga City Council's one-year trial of an office located in Sydney to facilitate the recruitment of suitable staff;</p> <p>B. Authorise the General Manager to enter into an appropriate sub-lease or other agreement with Wagga Wagga City Council; and</p> <p>C. Fund the trial through a transfer from Council's adopted budget for consultants.</p>	Chief Executive Officer / Executive Assistant to CEO, Mayor & Councillors	<p>01/04/2020 – SC: No further update.</p> <p>04/03/2020 – SC: Transition offered as potential benefit to Chief Officer positions.</p> <p>04/02/2020 – SC: Invoice received and paid. No staff currently based in the Sydney Office.</p> <p>03/12/19 – SC: Teleconference held with participating councils 21 Nov 19. The offices are available for use, but no formal documentation (lease) received from Wagga Council.</p> <p>30/10/2019 – SC: Sub lease documentation not yet received. Site visit conducted by GM.</p> <p>27/09/2019 – SC: Still waiting for sub lease documentation. Expect it to be received within the next few weeks.</p> <p>28/08/2019 – SC:</p>	Ongoing	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						Wagga City Council has been advised of Council's decision. Awaiting sub lease documentation.		
363	15 August 2019	310/19	10.2	NSW Government Funding That Snowy Monaro Regional Council lobby the NSW Government for a grant of \$6.5 million to cover the outstanding costs of amalgamating the Cooma Monaro, Snowy River and Bombala Shire Councils and reduce the current deficit.	Acting Director Corporate & Community Services	<p>31/03/2020 – DR: Further conversations have been had with local members and correspondence has been drafted to progress the request.</p> <p>04/03/2020 – DR: Council is following up on the resolution with a letter having been sent to the Premier seeking the requested funding.</p> <p>04/02/2020 – DR: Issues around the bushfires have led to this item being deferred until there is time to revisit the issue.</p> <p>03/12/2019 – DR: No additional information.</p> <p>01/10/2019 -DR: NSW Government funding of \$6.5 million for merger costs – the issue has been raised with the Member for Monaro and Deputy Premier John Barilaro MP by the Mayor and General Manager. This was a positive discussion on the issue and a formal request is being developed for submission with the NSW Government for consideration of funding.</p>	31/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						09/09/2019 – DR: Background information has been gathered to support the lobbying efforts. Draft correspondence under development.		
367	15 August 2019	315/19	13.3	<p>Replacement of Council's road maintenance truck. Plant number 3028 That Council approve the following</p> <p>A. Purchase the Fuso FK61FK/Flocon Engineering combination from Hartwigs Trucks Pty Ltd for \$248,284 excluding GST;</p> <p>B. Additional funding of \$11,075 from plant reserves to be included in the QBRS for September 2019; and</p> <p>C. The disposal of Plant 3028 via public auction with a reserve set at \$36,000</p>	Manager Fleet & Plant	<p>26/03/2020 – SS: Flocon now advise mid-May delivery.</p> <p>27/02/2020 – DC Flocon sending layout plans for our review to ensure suitability. Delivery April 2020.</p> <p>14/01/2020 – SS: Delivery is still expected in April 2020.</p> <p>27/11/2019 – SS: Delivery is expected April 2020.</p> <p>30/08/2019 – SS: PU027415 – Ordered 16.8.19, approximately 36 week delivery timeframe.</p>	30/05/2020	N
371	15 August 2019	319/19	13.7	<p>Purchase of Lot 3 DP 1242464 and Lot 4 DP 1242464 - Cooma Levee Bank That Council</p> <p>A. Note the purchase price for lot 4 DP 1242464 being \$10,500 ex GST;</p>	Land & Property Officer	<p>26/03/2020 – LB: Resolution 56/20 – Vendors offer accepted.</p> <p>02/03/2020 – LB: A report will be presented to the March Council meeting.</p> <p>20/01/2020 – LB:</p>		Y

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>B. Submit an offer to purchase lot 3 DP 1242464 for the sum of \$18,000 ex GST;</p> <p>C. Authorise the General Manager to negotiate within 10% of \$18,000 ex GST; and</p> <p>D. Authorise the expenditure and allocate an amount of \$15,150 ex GST (in addition to previous resolution 166/19 of \$21,450 ex GST) in the 2020 Financial Year Budget with funding to be provided from other internal reserves</p>		<p>The vendor has rejected Council's offer of \$18,000 and has made a counter offer of \$25,000. A report will go to Council in March 2020.</p> <p>02/12/2019 – LB: Negotiations are ongoing.</p> <p>28/10/2019 – LB: Offer of \$25,000 plus GST and costs has been received and passed to the General Manager.</p> <p>30/09/2019 - JH: Waiting for response to the offer submitted.</p> <p>02/09/2019 – LB: Offer for lot 3 has been submitted.</p>		
379	19 September 2019	333/19	8.2	<p>Finalisation of Draft Bush Fire Prone Lands Map 2019 That Council</p> <p>A. Receive and note the report of the Senior Strategic Land Use Planner on the finalisation of the draft Bushfire Prone Land Map;</p> <p>B. Submit the draft Bush Fire Prone Land Map and associated supporting documentation to the NSW Rural Fire Service for certification and provide a letter (attachment 3) to the NSW RFS Commissioner;</p>	Senior Strategic Land Use Planner	<p>19/03/2020 – MA: No further update. Waiting for RFS to finalise.</p> <p>02/03/2020 – BD: No further update.</p> <p>05/02/2020 – AA: No further update.</p> <p>02/12/2019 – AA: No further update.</p> <p>5/11/2019 – AA:</p>	Ongoing	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				C. Consent to a public notice (attachment 4) being attached to Section 10.7 (formerly Section 149) Planning Certificates advising of the bushfire prone lands changes until such time as the draft map is certified; and D. Advise the community and stakeholders via its website and the local newspaper once the Bush Fire Prone Land Map has come into effect.		The RFS have responded to our letter and have advised they will progress with the finalisation of the mapping and is likely to be signed by the Commissioner in April/May 2020. 30/09/2019 – AA: A. Noted. B. Letter will be forwarded the Rural Fire Service on 1 October 2019. C. Information has been circulated to all relevant planning administration officers to be distributed with all 10.7 certificates Will be actioned once the Rural Fire Service have advised that the map will be certified by the commissioner.		
382	19 September 2019	336/19	9.1.3	Adoption of Road Name Black Sallee Lane and Candlebark Circuit That Council endorse A. The name of Black Sallee Lane for crown road accessed from Alpine Way, Crackenback Gazetta; and B. The spelling of Candlebark Circuit and proceed with measures needed to ensure this spelling of the road name is consistent on the road signage and in council and state government databases.	GIS Administrator	31/03/2020 – AS: No further update. 04/03/2020 – JC: Ongoing. 02/12/2019 – JC: A. Black Sallee Lane Gazetted 4 October 2019 B. Candlebark Circuit name is concurred. Erratum Notice for road name Candlebark Circuit to be published. 02/10/2019- JC:	28/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						Gazettal Notice for Black Salle Lane has been submitted and approved for publication The following actions are in progress for Candlebark Circuit. <ol style="list-style-type: none"> 1. Writing to all affected property owners to inform them of the Council decision and confirm their address 2. Preparation of Erratum Notice for Gazettal of name Candlebark Circuit 3. Once gazettal is complete the roads signs will be replaced, Valuer General and Spatial Services notified and advised to update relevant NSW databases. 		
388	19 September 2019	343/19	9.3.1	Proposed Compulsory Acquisition of Part Lot 7002 DP 1028529 Crown Land Travelling Stock Reserve That Council A. Approves the acquisition of the constructed section of Dalgety Road 20m wide which traverses lot 7002 DP 1028529 for the purpose of public road through the process of <i>Land Acquisition (Just Terms Compensation) Act 1991</i> for the purposes of s.178 of the Roads Act 1993; B. Seek approval from the Minister for Local Government and/or the Governor in accordance with section 187 of the Local Government Act	Land & Property Officer	26/03/2020 - LB: The NSW ALC has requested a survey plan be provided prior to proceeding. Quotations are currently being sought for the survey. 02/03/2020 – LB: The NSW Aboriginal Land Council has given consent in principal and is waiting on a survey plan. 20/01/2020 – LB: Currently waiting on survey plan. 02/12/2019 – LB: Survey will be carried out shortly. 28/10/2019 LB:	28/12/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>1993 to give all necessary Proposed Acquisition Notices in accordance with the Land Acquisition (Just Terms Compensation) Act 1991;</p> <p>C. Upon receipt of the Minister's/Governor's approval, Council serve each PAN and take each other action necessary to carry out the acquisition;</p> <p>D. Upon receipt of the Minister's/Governor's approval Council give effect to the acquisition by publication of an Acquisition Notice in the NSW Government Gazette and such other publication as may be required by law;</p> <p>E. Pay compensation to all interest holders entitled to compensation by virtue of the compulsory acquisition on the terms set out in the Land Acquisition (Just Terms Compensation) Act 1991;</p> <p>F. That Council authorise the General Manager and the Administrator to complete and execute all documentation necessary to finalise and bring into force Council's acquisition of the land and if necessary to affix the Council seal to any documents related to the acquisition; and</p>		<p>Provisional consent to the acquisition has been received from the NSW ALC upon production of a plan of subdivision. Currently waiting on quotations for survey.</p> <p>30/09/2019 – JH: The Acquisition process has commenced with approval being sought by the Minister.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				G. That upon acquisition the acquired Property is dedicated as road following gazettal of the acquisition;				
389	19 September 2019	344/19	9.3.2	<p>Proposal to Close Part of Laneway (Lot 32 DP 227005) At the Rear of Jindabyne Town Centre</p> <p>That Council</p> <p>A. Approve the proposal to close part of the road reserve (lot 32 DP 227005) which forms the unnamed laneway behind the Jindabyne Town Centre shops in accordance with the plan attached to this report; and</p> <p>B. Classify the new lot as “Operational land”.</p>	Land & Property Officer	<p>26/03/2020 – LB: The subdivision certificate has been released and the documents executed by Council. The documents have been delivered to the surveyor for lodgement at the LRS.</p> <p>02/03/2020 – LB: The plan will be lodged as soon as the subdivision certificate is to hand.</p> <p>20/01/2020 – LB: Application for subdivision certificate has been lodged. Application for gazettal of road closure will be submitted when SC is received.</p> <p>02/12/2019 – LB: This matter is subject of a later resolution 408/19 of 21/11/19.</p> <p>28/10/2019 – LB: Letters will be sent this week and advertisement will appear in the Monaro Post next week.</p> <p>30/09/2019-JH: The process to close part of laneway at rear of Jindabyne Town Centre has commenced. Notice</p>	30/11/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						to be placed in Monaro Post and letters to adjoining land owners being prepared.		
390	19 September 2019	345/19	9.3.3	<p>Proposed Men's Shed Relocation to the Ti Tree Racecourse, Cooma That Council</p> <p>A. Approve a payment of no more than \$8,970 for those costs for services that cannot be reused for any development application for construction of the Men's Shed at the Ti Tree Racecourse, Cooma, with such payment to be deferred until Council receives written confirmation of an agreement between the Ti Tree Trust and Cooma Men's Shed Inc to use the Ti Tree Racecourse site; and</p> <p>B. Request the General Manager prepare a report on potential future use of the Mulach St property.</p>	General Manager / Executive Assistant to CEO, Mayor & Councillors	<p>30/03/2020 – SC: No further update.</p> <p>04/03/2020 – SC: Ongoing.</p> <p>04/02/2020 – SC: A. Men's Shed DA lodgement in Dec 19 was incomplete. Men's shed still waiting for approval from Crown Land. B. No action pending completion of racecourse DA.</p> <p>03/12/2019 – SC: C. Men's Shed DA lodged 2 Dec currently being reviewed. D. No action pending completion of racecourse DA.</p> <p>28/10/2019 SC: A. Written confirmation received from Ti Tree Trust. Waiting for Men's Shed to lodge DA. B. No action pending completion of racecourse DA.</p> <p>27/09/2019 SC:</p>	Ongoing	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						<p>A. Letter sent to the Men's Shed advising of Council Resolution 345. Awaiting written confirmation of an agreement.</p> <p>B. No action pending confirmation from the Men's Shed that the Mulach St site is not required.</p>		
408	17 October 2019	369/19	9.1.6	<p>Arts and Culture Advisory Committee Meeting held 11 September 2019</p> <p>That Council</p> <p>A. Receive and note the minutes of the Arts and Culture Advisory Committee meeting held 11 September 2019;</p> <p>B. Support the Committee recommendations relating to Item 5.3 – Community Arts and Culture facility in Cooma;</p> <p>C. Support the Committee recommendation relating to Item 5.5 – Communication / Promotion of Committee; and</p> <p>D. Supports the Committee recommendation relating to Item 5.6 – Bombala Arts and Innovation Hub.</p>	Community Development Planner & Support	<p>19/03/2020 – MA: The Arts and Culture Committee minutes 25/03/2020 will recommend a request for extension of time for the funding programme.</p> <p>03/03/2020 – KH: B. Relevant stakeholder meetings will soon recommence. C. No update. D. Committee positions have been advertised and recruitment will commence shortly.</p> <p>04/02/2020 – KH: No further updates.</p> <p>02/12/2019 – KH: B. A small working group continues to meet to work towards the goal of establishing a community arts and culture facility in Cooma. C. A media release will be released early January 2020. Updates to the website have been drafted and are expected to go live in the next 2 weeks.</p>	28/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						D. To be actioned after December Arts and Culture 355 meeting. 4/11/2019 – KH: A. Noted. B. The GM is to negotiate with Land and Property NSW to transmit the property at 5 Dawson St Cooma to SMRC for the nominal fee of \$1, inclusive of related fees and charges such as stamp duty. C. The communications team are to prepare a media release and additional website to be included on the website. D. Community Development Planner & Support to form working group.		
429	17 October 2019	389/19	13.2	Proposed Acquisition of Part Lot 6 DP 218752 for the Purpose of Road That Council, consistent with the guidelines contained within with the body of report, A. Authorise the General Manager to negotiate the purchase of 0.2542ha of lot 6 DP 218752; B. That Council be responsible for any additional costs including survey, legal fees, fencing; C. Authorise the General Manager to execute all necessary documents and affix Council’s Seal if required; and	Land and Property Officer	27/03/2020 – LB: MOU has been returned to Council and Council’s solicitor has been asked to arrange a contract. 27/02/2020- JH: MOU with property owner, waiting return of same. 15/01/2020 - JH: Staff have spoken to land owner and are waiting for a written response. 28/11/2019 – JH:	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				D. Approach the plantation owners for a contribution towards the works prior to commencing the project.		Letter of offer has been sent to land owner, waiting for response. 28/10/2019 – LB: Letter of offer has been drafted and will be sent to the General Manager for execution.		
439	21 November 2019	408/19	9.1.1	<p>Closure of Part of the Road Reserve in Barrack Street Cooma That Council</p> <p>A. Approve the proposal to close part of the Barrack Street Cooma road reserve in accordance with the plan in this report;</p> <p>B. Classify this new lot as operational land;</p> <p>C. Approve the consolidation of lot 4 DP 32321 with the new lot to be created by the road closure; and</p> <p>D. Classify the new consolidated lot as operational land.</p>	Land & Property Officer	<p>26/03/2020 – LB: The subdivision certificate has been released and the documents executed by Council. The documents have been delivered to the surveyor for lodgement at the LRS.</p> <p>02/03/2020 – LB: The plan will be lodged as soon as the subdivision certificate is to hand.</p> <p>20/01/2020 – LB: Registration of the plan should be gazetted soon.</p> <p>03/12/2019 – LB: The application to the Crown has been sent off and it is anticipated that registration of the plan will take effect early in the new year.</p>	30/05/2020	N
449	21 November 2019	418/19	9.3.2	<p>Minutes of the Water and Sewer Committee held on 29 October 2019 and adoption of recommendations That the recommendations of the meeting of the Water and Sewer</p>	Engineer W&WW Contracts & Development	24/03/2020 – JD: Awaiting further Advice on charges from Acting Director Corporate and Community Services following meetings and discussions. A meeting will then be scheduled with Councillors.	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				Committee held on 29 October 2019 be adopted.	Group Manager Water & Wastewater Services	<p>02/03/2020 – JD:</p> <p>A. Discussions were held with DPIE Water and they indicated that all towns/villages must have charges.</p> <p>B. DPIE Water indicated we can look at only future assets when determining the charges which could bring the charge amount down. They also indicated we can set the charges ourselves for the smaller villages and present these to Council for approval.</p> <p>C. Charges have been proposed and a meeting will be set up with the councillors to discuss these proposed charges.</p> <p>24/01/2020 – GA:</p> <p>A. S64 Workshop was held with ELT and the Consultant on 16 January 2020. As the charges were very high for the villages, advice is being sought from DPIE Water if the villages can be exempt from charges and any other changes that will meet the guidelines.</p> <p>B. Awaiting advice from DPIE Water prior to Councillor workshop and date for workshop to be determined after receipt of advice.</p> <p>27/11/2019 – GA:</p> <p>Noted and the following actions will be taken:</p> <p>A. The draft minutes will be adopted at the next water and sewer committee meeting.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
						B. Adopted Terms of Reference will be sent to document control for finalising. C. Amendments to sewer pricing and billing was reported to Council on 21 Nov 2019. S64 DSP Councillor workshop has been proposed to be held on 19 Dec 2019.		
551	21 November 2019	420/19	9.3.4	Request for Council to Apply for Poveys Road Colinton to be Transferred to Council as a Council Public Road That Council A. Decline the request to open the Crown reserve road section of Poveys Road as a Council public road; B. Notify the landowner of Council's decision; and C. Enter into negotiations with the Crown to authorise Council to carry out minor maintenance grading on certain Crown roads, to be identified, at the landowners' expense subject to a Memorandums of Understanding with the Crown and landowners.	Land & Property Officer	26/03/2020 – LB: A request for an update with respect to the MOU has been sent to the Crown. When the draft MOU is received a further report will be presented to Council. 02/03/2020 – LB: MOU is currently with the Crown. A list of Crown roads in the Shire has been submitted to be attached to the MOU. 20/01/2020 – LB: Crown Lands is currently looking into their Minor Road Maintenance Policy (Crown Roads) and Council is gathering the list of Crown Roads which they will maintain. 02/12/2019 – LB: Landowners have been notified of Council's decision. Negotiation is ongoing with the Crown and in the meantime Council staff are compiling a list of Crown Roads to attach to the MOU with the Crown.	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
553	21 November 2019	422/19	9.3.6	Managing Heavy Vehicles in Bombala Town Centre - Community Consultation That the matter be deferred for further consultation with the public including correspondence from the Bombala Chamber of Commerce.	Group Manager Asset & Engineering	24/03/2020 – LN: No further update. 28/02/2020 – LN: Ongoing. 03/02/2020 – LN: Ongoing. 27/11/2019-LN: Additional consultation to be arranged.	30/05/2020	N
571	21 November 2019	441/19	13.5	Replacement of Council's waste landfill compactor. plant 3088 That Council A. Approve the purchase of a Tana E260 from GCM Enviro Pty Ltd for \$666,000 excluding GST; and B. Accept trade in offered by GCM Enviro Pty Ltd for Tana Plant 1616 for \$50,000 excluding GST	Manager Fleet & Plant	26/03/2020 – SS: April delivery expected. 27/02/2020 – DC: Unit currently being shipped to Australia. Delivery April 2020. 14/01/2020 – SS: Expected Delivery March 2020. 27/11/2019 – SS: Purchase order PU030359 supplied to GCM Enviro 27/11/2019, awaiting delivery advice.	30/04/2020	N
573	21 November 2019	443/19	13.7	Werralong Road - Proposed Acquisition With and Without Consent That Council	Land & Property Officer	26/03/2020 – LB: The OLG returned the application. A new application is currently being prepared by Council's solicitors for submission to the OLG.	30/06/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>A. Approves the acquisition without consent of proposed lots 4, 5, 7, 8 and 10 in the plan of acquisition for the purpose of public road under the provisions of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> in accordance with Division 1 Section 177 of the Roads Act 1993 and the making of the necessary application to the Minister and/or Governor.</p> <p>B. Approves the acquisition of proposed lots 1, 2, 3, 6 and 9 with consent for the purpose of public road under the provisions of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> in accordance with Division 1 Section 177 of the Roads Act 1993 and the making of the necessary application to the Minister and/or Governor.</p> <p>C. To authorise the General Manager to execute all documents relevant to the acquisitions both without consent and with consent on behalf of Council.</p> <p>D. Agrees to bear all costs for the acquisition of the proposed lots.</p>		<p>02/03/2020 – LB: When consent is received from the OLG Werralong Road will be gazetted to Council.</p> <p>28/01/2020 – LB: Council’s solicitor is presently preparing Section 30 Agreements for execution by landowners who are gifting their land to Council. The solicitors are also preparing the application to the OLG for consent to acquire a portion of the land for road through the process of acquisition without consent.</p> <p>02/12/2019 – LB: Resolution of Council has been sent to Council’s solicitor to lodge with OLG for consent of the Minister and the Governor.</p>		
583	19 December 2019	464/19	9.3.1	<p>African Lovegrass Stakeholder Collaboration That Council corresponds with the Deputy Premier and other relevant</p>	Acting Director Environment	05/03/2020 - BJ: Letter sent to Deputy Premier and NSW Minister for Agriculture advocating for future and on-going funding as per resolution 464/19.		Y

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				ministers to advocate for future and on-going funding for; A. Continued and future research, in particular research for biological control for African Lovegrass. B. The development of mapping for the region identifying African Lovegrass infestation and spread. C. Construction of public vehicle hygiene stations to inhibit the spread of African Lovegrass seed to areas of economic, environmental and/or social assets of value. D. Support of the Monaro African Lovegrass Taskforce and ongoing support for the Monaro African Lovegrass Project administered by South East Local Land Services. E. Continued financial support to Council through the South East Weeds Action Program.	& Sustainability	03/03/2020 – BJ: Letter is in draft form awaiting approval and should be sent by 06/03/2020. 27/02/2019 – BJ: Letter is currently being drafted. 04/02/2019 – BJ: Letter is currently being drafted.		
584	19 December 2019	466/19	9.3.3	Request for Council to Apply to the Crown for Capanana Road to be Transferred to Council That Council A. Refuse the request to have Capanana Road transferred to Council as a Council public road;	Land & Property Officer	26/03/2020 – LB: The Crown has been asked for an update on the draft MOU. A report will be put to Council when this is received. 02/03/2020 – LB: Capanana Road has been included on the list of Crown Roads attached to the MOU with the Crown.	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>B. Write to the landowners who signed the petition notifying them of the decision;</p> <p>C. Add Cappanana Road to the list of Crown Roads to be attached to the MOU for grading by Council at the landowners' cost; and</p> <p>D. Request the CEO develop a policy to manage requests to accept the ownership of crown and private roads or undertake maintenance of non-Council roads</p>		<p>20/01/2020 –LB: Letters have been sent to landowners who signed the petition. Negotiation with Crown Lands is ongoing.</p>		
593	19 December 2019	475/19	9.4.8	<p>Naming of Roads That Council:</p> <p>A. Endorse the names Calabria Way and Aratula Drive for advertising prior to the gazettal process;</p> <p>B. Proceed to gazette the road names if the Geographical Names Board concurs with the names and no objections are received during the advertising period.</p>	GIS Administrator	<p>30/03/2020 – JC: No further update.</p> <p>04/03/2020 – JC: No further update.</p> <p>05/02/2020 – JC: Road name was concurred by GNB. Advertising is completed and no objections received. Gazettal Process is underway.</p>	30/04/2020	N
600	19 December 2019	483/19	13.3	<p>Sale of Council Land - Percy Harris Street Leesville by Auction off the Plan That Council</p> <p>A. Approve for Lots 14, 15 and 16 at Leesville Industrial Estate to be sold off the plan via Public Auction;</p>	Property Officer	<p>26/03/2020 - JH: Still no response from surveyor with design plan. Multiple emails sent requesting update on expected completion of design plan.</p> <p>27/02/2020 - JH:</p>	30/06/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>B. Authorise the Chief Executive Officer to establish the reserve price for Lots 14, 15 and 16 at Leesville Industrial Estate ahead of the auction, and to negotiate with the highest bidder should the property fail to meet the Reserve;</p> <p>C. Authorise for the Chief Executive Officer to select the Agent to carry the sale;</p> <p>D. Authorise the Chief Executive Officer to undertake all negotiations for the sale of Lots 14, 15 and 16 at Leesville Industrial Estate; and</p> <p>E. Authorise the Chief Executive Officer to execute all legal documents and contracts for the Sale of Lots 14, 15 and 16 at Leesville Industrial Estate.</p>		<p>Met with Surveyor 27/2/2020 and was advised he will be visiting the site the week of 2 March 2020 to begin the design plan.</p> <p>15/11/2020 - JH: A Real Estate Agent has been approved to carry out the sale by auction. The design plan should be received by end of January from Surveyor. The draft contract has been prepared by Solicitor and the process for sale is taking place.</p>		
601	19 December 2019	484/19	13.4	<p>Request to extend lease That Council:</p> <p>A. Approve the extension of the Lease and Operation of Cooma Festival Swimming Pool for an additional season 2020/2021;</p> <p>B. Authorise the expenditure of \$284,231.00 as quoted in the attached submission from Monaro Aquatic Services.</p>	Acting Manager - Land & Property	<p>27/03/2020 – KH: Completed.</p> <p>03/02/2020 – KH: Letter has been sent and returned – actioned completed. Letter to Monaro Aquatic Services to be sent to confirm extension.</p> <p>03/02/2020 – KH: Letter to Monaro Aquatic Services to be sent to confirm extension.</p>		Y

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
607	19 December 2019	490/19	13.10	<p>Chief Executive Officer's Annual Review That Council:</p> <p>A. Approve the variation of the Chief Executive Officer's contract by:</p> <p>a) Extending the term from three years to five years;</p> <p>b) Increasing the total remuneration package from \$300,000 pa to \$320,000;</p> <p>c) Permitting the CEO to participate in Council's leaseback vehicle arrangements in a manner consistent with other senior staff.</p> <p>B. Authorise the Mayor to develop an appropriate Deed of Variation to give effect to the above;</p> <p>C. Authorise the Performance Review Panel to determine a new performance agreement with the Chief Executive Officer's.</p>	General Manager / Executive Assistant to CEO, Mayor & Councillors	<p>30/03/2020 – SC: No further update.</p> <p>04/03/2020 – SC: A. In progress B. Deed under review. C. Completed. D. Not yet Finalised</p> <p>04/02/2020 – SC: A. In progress. B. Not yet finalised.</p>	Ongoing	N
613	20 February 2020	9.1.6	10/20	<p>Section 355 Snowy Monaro Tourism Advisory Committee That Council:</p> <p>A. Receive and note the information regarding the purpose and membership of the Section 355</p>	Manager – Tourism & Events	<p>19/03/2020 – MA: Committee members have been notified. In process of finding date for the first meeting, likely now to be after April school holidays.</p> <p>02/03/2020 – KM:</p>	30/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>Snowy Monaro Tourism Advisory Committee;</p> <p>B. Endorse the Charter for this Committee as attached to this report; and</p> <p>C. Approve the community members recommended for membership of the Committee, being Mr Luke Kneller (CEO TSM), Ms Susie Diver, Mr Peter Cottrell, Ms Gail Eastaway, Mr Tim Corkhill, Mr Barry Wrenford and Mr Duncan Isaksen-Loxton.</p>		<p>A. Noted</p> <p>B. Noted</p> <p>Noted. Committee members are to be notified.</p>		
614	20 February 2020	9.1.7	11/20	<p>Transfer of Crown Road Bunyan</p> <p>That Council</p> <p>A. Write to the Crown requesting the section of Greystone Road of approximately 1.67km be transferred to Council as per the map outlining the area; and</p> <p>B. Include the road in Council's roads assets register.</p>	Property Officer	<p>26/03/2020 - JH:</p> <p>A. Resolution received 27/2/2020 application to Crown for transfer of road is being prepared for submission.</p> <p>B. Will be included in Council's Roads Assets Register when Crown has transferred Road to Council.</p> <p>27/02/2020 - JH:</p> <p>A. Resolution received 27/2/2020 application to Crown for transfer of road is being prepared for submission. (Janine)</p> <p>B. Can't be completed until Crown has transferred Road to Council.</p>	30/06/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
615	20 February 2020	9.3.1	12/20	<p>Request to Acquire and Repair/Replace Bairds Crossing Bridge over Snowy River That Council:</p> <p>A. Receive and note the report on the request to acquire, repair/replace Bairds Crossing Bridge over the Snowy River;</p> <p>B. Reject the proposal for Bairds Crossing Bridge to become a Council Asset and be subject to Council’s asset maintenance/replacement program; and</p> <p>C. After the Proponent receives the advice from the minister with that advice, he consults with the council staff with a view of preparing a report to the council.</p>	Group Manager Transport Infrastructure (Operations)	<p>27/03/2020 – GS: There has been no confirmation of any advice from the Minister to the proponent and therefore this action has not been progressed.</p> <p>28/02/2020 – GS Residents near Bairds Crossing Bridge were informed of Councils decision and amendment to the report recommendations; especially the inclusion of recommendation.</p> <p>A. Staff now await the advice from the minister, through the proponent in order to provide a further report for Council consideration.</p>	April 2020	N
621	20 February 2020	9.4.5	18/20	<p>Disaster Recovery Funding Arrangement Program That Council:</p> <p>A. Based on the category of hardship waive:</p> <p>(a) Council fees associated with the lodgement of a development application, including any pre-lodgement advice, complying development certificate, other certificates and associated inspections for current owners to</p>	Acting Director Corporate & Community Services	<p>31/03/2020 – DR: This item should be removed from the list as the resolution was rescinded.</p> <p>02/03/2020 – DR: Extraordinary Council meeting scheduled for 5 March 2020 to consider a Rescission Motion.</p>		Y

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>rebuild their lost or damaged buildings on the basis of hardship.</p> <p>(b) Council fees for replacement of development approvals, licenses, certificates of permits lost in the fires.</p> <p>B. Support bushfire affected residents through the compassionate uses of Council's hardship provisions to waive interest on rates and charges.</p> <p>C. That the \$1million grant for disaster resilience be allocated as follows:</p> <p>(a) Employment of a recovery team and associated expenses to develop and co-ordinate recovery actions and support the community in gaining access to the available programs of support.</p> <p>(b) To provide grant of \$10,000 to the owners of each house destroyed by the recent bush fires.</p> <p>(c) Providing funding to support fire affected properties to erect boundary fencing destroyed by the bushfire, priority to be given fencing on roads not eligible for other funding.</p>				

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>(d) Provide for a business advisory service to support businesses directly or indirectly impacted by the bushfires.</p> <p>(e) Provide funds to undertake works to improve the fire resilience of Council's infrastructure and reduce identified fire risks.</p> <p>(f) Develop a strong understanding of the impacts of the bushfires covering the short, medium and long term to enable Council to invest in programs that will achieve positive outcomes for the community and support Council in seeking additional support to strengthen the economy of the Snowy Monaro area.</p> <p>(g) Provide funding to undertake identified projects and utilise as seed funding to maximise the potential funds that can be raised to support resilience activities.</p>				

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				(h) Provide \$20,000 towards wildlife rescue services. D. Council receives monthly reports of how money is being spent.				
628	20 February 2020	10.3	25/20	Bombala Library Sign That Council put up a sign at the street frontage entrance to the Bombala Library, indicating the opening hours for the Library and CTC before the end of May 2020.	Acting Manager Land and Property Group Manager Facilities Management	27/03/2020 – KH: Still waiting on Bombala based Councillors for design and placement. 02/03/2020 – GH: Acting Land and Property Manager consulting with Bombala based Councillors and library staff for sign design and placement location	28/04/2020	N
630	20 February 2020	13.1	27/20	Renewal of Deed of Licence – NKB That Council A. Approve the Deed of Licence to NKB for a term of three (3) years with a further two (2) year optional period at the discretion of Council; and B. Authorise the CEO to execute the Deed of Licence.	Property Officer	27/3/2020 – GH Council Resolution 27/20 That Council A. Approve the Deed of Licence to NKB for a term of three (3) years with a further two (2) year optional period at the discretion of Council; and B. Authorise the CEO to execute the Deed of Licence. 27/02/2020 - JH: Deed of Licence prepared for review and signing by NKB, then for Council and Snowy Hydro signatures.		Y

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
632	20 February 2020	13.3	29/20	<p>Request by Lessee for Mount Gladstone Nature and Flora Reserve and Lookout That Council</p> <p>A. Approve a 12 month waiver of the Lease Fee from November 2019; B. Require the Lessee pay the Rates Fee as per the Lease Agreement which includes the waste fee and on-site sewer management fee; C. Require the Lessee pay 25% of the annual water fees (delivered to tank); and D. Require the Lessee to pay all outstanding Lease Fees and Rates under a payment plan agreement.</p>	Property Officer	<p>26/03/2020 – JH: Letter sent to Lessee. Waiting on response.</p> <p>27/02/2020 - JH: Account and Rates department notified of outcome to begin process of fee waiver and payment plan. Letter to Lessor prepared for notification of same.</p>	30/06/2020	N
633	19 March 2020	11.1	38/20	<p>Mayoral Minute - Establishment of committee to consider business before Council That:</p> <p>A. A committee, to be known as the COVID-19 March 2020 Committee, be established; B. The membership of the committee be all the councillors and the Chief Executive Officer; C. The councillors have voting rights and that the Chief Executive Officer be a non-voting member;</p>	CEO / Executive Assistant to CEO, Mayor & Councillors	<p>01/04/2020 – AS: The creation of the COVID-19 March 2020 Committee, was a one-time occurrence, which enabled Councillors not present at the 19 March 2020 Council meeting, to participate in the meeting remotely / through Zoom. Legislative changes now permit Council meetings be conducted electronically.</p>		Y

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				D. That members shall be able to participate by being physically present or by any other means that allows them to hear and participate in the meeting of the committee; E. The quorum of the committee be 6; F. That the committee have delegated authority for all functions other than those excluded under section 377 of the Local Government Act (1993); G. The committee operate in accordance with the relevant sections of the Code of Meeting Practice for matters not specified in this resolution; H. The committee be in place only to consider the matters referred to it by Council at this meeting and following that be disbanded; I. All matters included in the Council business paper dated 19 March 2020 and not dealt with by exception be referred to the COVID-19 March 2020 committee for consideration; and J. The COVID-19 March 2020 Committee meet immediately following the closure of the Council meeting.				

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
634	19 March 2020	8.1	COV1/20	<p>MOD4026/2017 Extend The Operational Time for Extractive Industry</p> <p>That</p> <p>A. Pursuant to section 4.55(2) of the <i>Environmental Planning and Assessment Act 1979 (as amended)</i> it is recommended that MOD4026/2017 being an amendment to DA106/1999 for the extension of the operational timeframe for existing quarry on Lot 23 DP 709058 Rockwell Road Berridale is refused for the following reasons:</p> <ol style="list-style-type: none"> 1. Information in support of the application does not adequately demonstrate the quantity of material that has been extracted from the site since commencement of operation. 2. The application has not adequately demonstrated that the extension of the operating life of the quarry will not lead to the extraction of more than the approved 	Manager Development	26/03/2020 – JH: Request sent to Solicitor for termination notice to be prepared.	30/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>limit of 30,000 cubic metres of material.</p> <p>B. Any person who made a submission is notified according to the regulations.</p>				
635	19 March 2020	8.2	COV2/20	<p>DA 10.2019.1371.1 – Michelago Bank of Bins</p> <p>That</p> <p>A. Pursuant to section 4.16(1)(a) of the <i>Environmental Planning and Assessment Act 1979 (as amended)</i> that consent to DA 10.2019.1371.1 for a change of use for an existing building to a Waste Management Facility (Bank of Bins), is granted subject to the conditions attached;</p> <p>B. Any person who made a submission is notified according to the regulations.</p>	Town Planner	01/04/2020 – QM: Determination to be signed by Planning dept. Once completed, letters to inform the applicants will be sent.	30/04/2020	N
636	19 March 2020	9.1.1	COV3/20	<p>No Stopping Zones along the Lake Jindabyne foreshore - review of the 2019 winter traffic / camping management campaign.</p> <p>That Council:</p> <p>A. Note the successful outcomes of the 2019 “No Stopping Zone” campaign;</p>	Manager Public Health & Environment	23/03/2020 – BJ: “No stopping zone” signs have been ordered. Feasibility study to be undertaken throughout Winter 2020 season. Snowy Hydro, NSW Police and other key stakeholders to be consulted in identifying a permanent solution to camping arrangements around Lake Jindabyne.	31 October 2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>B. Note that the demand for budget camping / parking, both in summer and winter, is increasing as tourist and visitor numbers coming to Jindabyne and the Snowy Monaro Region continue to grow;</p> <p>C. Allocates an annual budget to maintain this campaign during the 2020 winter ski season and subsequent seasons;</p> <p>D. Notes a feasibility study will be undertaken during the 2020 winter ski season to investigate the strengths, weakness, opportunities and threats associated with the introduction of a paid parking permit for the Claypits carpark;</p> <p>E. Approves the installation of “No Stopping Zone” signs in the following designated areas restricting parking from 6pm until midnight and from midnight until 7am between 01 June and 31 October annually:</p> <ol style="list-style-type: none"> i. Wollondibby Inlet (6 sites) ii. Claypits (8 sites) iii. Town Centre (2 sites) iv. Townsend Street / Cobbon Crescent (5 sites) v. Other areas identified throughout the course of the campaign; and 				

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				F. Embark on a campaign for a permanent solution to control and regulate camping around Lake Jindabyne.				
637	19 March 2020	9.1.2	39/20	Monthly Funds Management Report - February 2020 That Council: A. Receive and note the report indicating Council's cash and investments position as at 29 February 2020. B. Receive and note the Certificate of the Responsible Accounting Officer.	Finance Officer	23/03/2020 – AS: Receive & note. No further action required.		Y
638	19 March 2020	9.1.3	40/20	Draft Snowy Monaro Regional Council Heritage Strategy 2020-2023 That Council; A. Receives the report from Group Manager Development and Building Certification; and B. Endorse the public exhibition of the draft Snowy Monaro Regional Council Heritage Strategy 2020-2023 seeking comment from the community.	Group Manager Development & Building Certification	31/03/2020 – JG: Report received. Public exhibition for the Draft SMRC Heritage Strategy 2020-2023 endorsed.		Y
639	19 March 2020	9.1.4	COV4/20	Monaro Aquatic Services request to waiver difference in water usage That Council	Acting Manager - Land & Property	27/03/2020 – KH: Liaising with Manager Water and Wastewater to get an ad covering both areas out to the public.	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>A. Advertise the proposal to waive \$7,645.90 for additional water usage at the Cooma Swimming Pool due to clean-up activities resulting from the bushfires, for 28 days;</p> <p>B. In the event that no negative submissions are received, authorise the Chief Executive Officer to waive the fees without the need for a further Council Resolution; and</p> <p>C. In accordance with the provisions of the Local Government Act, SMRC advertises for comments regarding the proposal to provide a credit of \$20 where water consumption for the period encompassing the January 2020 period exceeds the 3 year averaged consumption for the same period in excess of 10%.</p>				
640	19 March 2020	9.1.5	41/20	<p>Request for Sponsorship of a Statue of Torah Bright That Council acknowledges Torah Bright's achievements but does not agree to commit funds towards this sponsorship proposal as it is unlikely that it will demonstrate an appropriate level of benefit to the community.</p>	Manager Open Space & Recreation	23/03/2020 – JK: Email sent to event organiser to advise of the resolution.		Y

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
641	19 March 2020	9.2.1	42/20	Attendance at the Illawarra Caravan & Camping expo That Council receive and note the information in the report on tourism promotion of the region undertaken by SMRC staff at the recent Illawarra Caravan and Camping Expo	Tourism Promotion & Event Coordinator	23/03/2020 – AS: Receive & note. No further action required.		Y
642	19 March 2020	9.3.1	43/20	Update on Stormwater Drainage through 60 Ryrie Street – Michelago That Council Receive and Note the report providing an Update on Stormwater Drainage through 60 Ryrie Street – Michelago	Group Manager Transport Infrastructure (Operations)	23/03/2020 – AS: Receive & note. No further action required.		Y
643	19 March 2020	9.3.2	44/20	Acquisition by Possessory Title - Lot 16 Section 1 DP 1242 - Berridale Memorial Park That Council A. Apply for possessory title over lot 16 Section 1 DP 1242 (Berridale Memorial Park) B. Classify lot 16 Section 1 DP 1242 as community land upon acquisition.	Land & Property Officer	26/03/2020 – LB: Council's solicitor has been requested to prepare the documentation.	30/09/2020	N
644	19 March 2020	9.3.3	45/20	Management Arrangements for the Cooma Cat Pound. That Council: A. Notes that the Ranger Services team will resume full management of the	Manager Public Health & Environment	23/03/2020 – BJ: All cats and RSPCA equipment removed from Cooma cat pound. Letter to be drafted thanking local RSPCA for their support.	10 April 2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				Cooma Cat Pound, commencing Monday 23 March 2020. B. Thanks the RSPCA for the generous support they have given to the community through the management of the Cooma Cat Pound.				
645	19 March 2020	9.3.4	COV5/20	Further Consideration of Bundarra Rd Matters That Council reaffirm its position adopted in resolution 368/19 adopted at its meeting of 17 October 2019.	CEO / Executive Assistant to CEO, Mayor & Councillors	01/04/2020 – SC: As the recommendation is simply maintaining Council's prior position, there is no additional action required.		Y
646	19 March 2020	9.3.5	46/20	Michelago Rural Fire Brigade request for Donation That Council A. Receive and note request for donation from the Michelago Rural Fire Brigade in lieu of funds raised by the Michelago community to build the former Michelago RFS shed. B. That the Michelago Rural Fire Brigade be advised to complete Council's application for Support and Donations, to formalise the request for donation process.	Acting Group Manager Resource & Waste	23/03/2020 – MT: Email correspondence sent to Michelago Rural Fire Brigade notifying brigade to make an application for Support and Donations to formalise request for donation – email dated 23 March 2020.		Y
647	19 March 2020	9.3.6	COV6/20	Bombala and Delegate water supply projects That Council receive and note the information contained in the report, and	Acting Director Operations & Infrastructure	27/03/2020 – PS: Letter to Minister to be drafted.	30/05/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				write to the relevant Minister for Regional Water regarding his comment regarding the funding amount of \$15million.				
648	19 March 2020	9.3.7	47/20	Planned Works - Myack Street Causeway – Berridale That Council receive and note the information in the report.	Acting Director Operations & Infrastructure	23/03/2020 – AS: Receive & note. No further action required.		Y
649	19 March 2020	9.4.1	48/20	Minutes of Waste Management Committee Meeting held on 30 January 2020 That council A. Receive and note the Minutes of the Waste Management Committee held on 30 January 2020; and B. Adopt the recommendations of the Waste Management Committee meeting held on 30 January 2020 listed in this report WMC8/20	Administration Support Resource & Waste	31/04/2020 – RC: Receive & note.		Y
650	19 March 2020	9.4.2	49/20	Audit, Risk and Improvement Committee - Minutes of Meeting and Charter Review That Council A. Receive and note the confirmed minutes of meeting of Council's Audit, Risk and Improvement	Senior Internal Auditor	31/03/2020 – TK: A. No action required. B. Was awaiting resolution number from meeting, received today. Charter will be document controlled and request will be raised with communications team for upload to ARIC webpage.	30/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				<p>Committee held on 5 December 2019.</p> <p>B. Approve the attached Audit, Risk and Improvement Committee Charter and authorise publication on Council's website</p>				
651	19 March 2020	9.4.3	50/20	<p>Answers to Questions With Notice</p> <p>That Council receive and note the Councillor Questions In Progress report for the period ended February 2020.</p>	Secretary Council & Committees	23/03/2020 – AS: Noted. No further action required.		Y
652	19 March 2020	9.4.4	51/20	<p>Resolution Action Sheet Update</p> <p>That Council receive and note the In Progress Resolution Action Sheet Update for the period ending February 2020.</p>	Secretary Council & Committees	23/03/2020 – AS: Noted. No further action required.		Y
653	19 March 2020	9.4.5	52/20	<p>Road Naming – Taylors Lane</p> <p>That Council:</p> <p>A. Endorse the name Taylors Lane for advertising prior to the gazettal process;</p> <p>B. Proceed to gazette the road name if the Geographical Names Board concurs with the names and no objections are received during the advertising period.</p>	GIS Administrator	31/03/2020 – JC: Proposal for naming Taylors Lane is being considered by the Geographical Names Board. If the name is concurred gazettal will proceed.	30/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
654	19 March 2020	9.4.6	53/20	Bushfire Recovery Update That Council receive and note the Bushfire Recovery Update.	Local Recovery Officer	23/03/2020 – AS: Noted. No further action required.		Y
655	19 March 2020	10.1	COV7/20	Kosciuszko Road Speed Limit That Council direct the CEO to approach Transport NSW to request a review of the appropriateness of the speed limit on the Kosciuszko Road (highway) just north of the Snowy Valley Hotel, East Jindabyne, (as indicated in attached maps) through to the recently installed 80 kph limit just north of Rainbow Drive, with a view to setting the speed limit at 80 kph or lower	Group Manager Transport Infrastructure (Operations)	27/03/2020 – GS TfNSW will be requested to review the appropriateness of the speed limit on Kosciuszko Road, just north of the Snowy Valley Hotel, East Jindabyne through to the recently installed 80 kph limit just north of Rainbow Drive.	May 2020	N
656	19 March 2020	10.2	COV8/20	Sale of Forestry Corporations Softwood Industry The Council immediately write to the NSW Treasurer Mr Dom Perrottet, the Premier Ms Gladys Berejiklian and the Deputy Premier and Minister for Forestry Mr John Barilaro outlining that SMRC does not support the sale of the Forestry Corporation of NSW's Softwood industry (that would include the Bombala holdings) as SMRC believes the sale of this valuable asset would have a detrimental long term effect on many of the *978 local Monaro jobs.	CEO / Executive Assistant to CEO, Mayor & Councillors	01/04/2020 – SC: At the time of writing, letter not sent, but have had discussions with Softwoods Working Group about the sale, among other matters, in preparation.	30/04/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
				(*Agriculture, Forestry and Fishing Statistic profile.id.com.au/Snowy-Monaro/industries).				
657	19 March 2020	10.3	Nil.	<p>Snowy Hydro Traffic Movement Report That Council</p> <p>A. Request Snowy Hydro to provide full details of traffic movements from the plant at Polo Flat Road and the proposed route through the town of Cooma including detailed traffic movements, types of vehicles and weights, both laden and unladen and hours of movements. Such traffic movements are in respect of the factory to be established at Polo Flat, and in relation to materials from that factory to be moved to works in connection with the proposed tunnels to be constructed; and</p> <p>B. That the aforementioned information be provided within 21 days from the date of the Council meeting</p>	Group Manager Transport Infrastructure (Operations)	23/03/2020 - AS: Item deferred to 16 April 2020 Council Meeting.	30/04/2020	N
658	19 March 2020	13.1	COV10/20	<p>Termination of Lake Wallace Grazing Lease That Council terminate the Licence Agreement immediately as recommended in the Lake Wallace offset sites vegetation monitoring report.</p>	Property Officer	26/03/2020 – JH: Request sent to Solicitor for termination notice to be prepared.	30/4/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
659	19 March 2020	13.2	COV11/20	<p>Legal Actions and Potential Claims Against SMRC as at 29 February 2020 That Council receive and note the information in the Legal Actions and Potential Claims Against SMRC as at 29 February 2020 report.</p>	Executive Assistant to Director Corporate and Community Services	23/03/2020 – AS: Noted. No further action required.		Y
660	19 March 2020	13.3	55/20	<p>Proposed Acquisition of Easement for Access to Middlingbank Quarry That Council</p> <p>A. Enter into negotiations with the owner of lot 1 DP 1022898 for a right of way for access across his land. B. Engage the services of a surveyor to create a plan for registration of a right of way across lot 1 DP 1022898. C. Council to be responsible for all costs for creation and registration of the plan for the right of way. D. Authorise the Chief Executive Officer to negotiate the compensation for the easement. E. Authorise the Chief Executive Officer to sign all necessary documents to give effect to the above.</p>	Land & Property Officer	26/03/2020 – LB Negotiations have commenced with the landowner.	30/12/2020	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Item No.	Action	R/Officer	Progress	Estimated Completion Date	Compl Y/N
661	19 March 2020	13.4	56/20	<p>Purchase of Lot 3 DP 1242464 - Cooma Levee Bank That Council</p> <p>A. Accept the vendor’s counter offer of \$25,000 ex GST for lot 3 DP 1242464;</p> <p>B. Authorise the General Manager to negotiate the contribution towards the vendor’s legal costs;</p> <p>C. Authorise the expenditure and allocate an amount of \$21,850 ex GST (in addition to previous resolution 166/19 of \$21,450 ex GST) in the 2020 Financial Year Budget with funding to be provided from other internal reserves.</p>	Land & Property Officer	26/03/2020 – LB: Currently waiting on a response from the vendor’s solicitor in respect to the contribution to costs.	30/06/2020	N
662	19 March 2020	13.5	57/20	<p>Proposed closure and sale of public pathway in Kalkite Council</p> <p>A. Extend the maximum term for repayment of the purchase of the land, being the closed public pathway, to 30 June 2023 for both purchasers.</p> <p>B. Place a caveat on the subject land requiring payment for the outstanding amount before sale.</p>	Land & Property Officer	26/03/2020 – LB: The landowners have been notified of Council’s resolution and quotations are currently being sought for the survey work.	31/12/2020	N

9.4.5 AUDIT, RISK AND IMPROVEMENT COMMITTEE - MINUTES OF MEETING HELD ON 4 MARCH 2020

Record No:

Responsible Officer:	Chief Executive Officer
Author:	Senior Internal Auditor
Key Theme:	4. Leadership Outcomes
CSP Community Strategy:	10.2 Sound governance practices direct Council business and decision making
Delivery Program Objectives:	10.2.1 Independent audit and risk framework drives accountability
Attachments:	1. 2020 03 04 - SMRC ARIC - Minutes of Meeting held on 4 March 2020
Cost Centre	3136 - Internal Audit

EXECUTIVE SUMMARY

The Audit, Risk and Improvement Committee met on 4 March 2020 in Committee Room, Cooma. The minutes of meetings, approved by the Chair and circulated to the Committee and will be adopted at its next meeting, are presented for Council's information.

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

OFFICER'S RECOMMENDATION

That Council receive and note the minutes of meeting of Council's Audit, Risk and Improvement Committee held on 4 March 2020.

BACKGROUND

The Snowy Monaro Regional Council's Audit, Risk and Improvement Committee (ARIC) was established in June 2016. The current charter was adopted by Council in March 2020. The ARIC comprises four independent members and one councillor.

Council's ARIC provides independent assurance and assistance to Council and indirectly the community members in respect to risk management, the control framework, legislative compliance, internal audit and external accountability responsibilities. The Committee relies on the work of Internal Audit to provide more in-depth assessment of the council's risk and control environment.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Advantages to the community from Council's ARIC result in independent oversight of controls and operations, giving assurance to the Community that Council is systematically addressing risk, ensuring compliance and providing best practice.

2. Environmental

It is not expected that there will be any impact on the environment through the actions of Council's ARIC.

3. Economic

Costs for the operations of Council's ARIC are met in the budget as set.

4. Civic Leadership

An effective ARIC has the potential to strengthen the control environment (of which it is part) and assist the Chief Executive Officer and Council to fulfil their stewardship, leadership and control responsibilities. Council's ARIC has its own Charter which is resolved by Council. The Audit, Risk and Improvement Committee Charter outlines the authority, role and responsibility of Council's ARIC.



SNOWY MONARO
REGIONAL COUNCIL

Minutes

Audit, Risk and Improvement Committee Meeting

4 March 2020

**AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING
HELD IN COMMITTEE ROOM, 81 COMMISSIONER STREET, COOMA NSW 2630**

ON WEDNESDAY 4 MARCH 2020

MINUTES

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**MINUTES OF THE AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING
HELD IN COMMITTEE ROOM, 81 COMMISSIONER STREET, COOMA NSW 2630**

**ON WEDNESDAY, 4 MARCH 2020
COMMENCING AT 10AM**

PRESENT:

Voting Attendees:

Melissa Tooke, Chair
Miles Pearson, External Member (via audio)
John Barbeler, External Member
Adam Vine, External Member

Non-Voting Attendees:

Peter Bascomb, Chief Executive Officer
Tarang Kamath, Senior Internal Auditor

Guests:

David Rawlings, Acting Director Corporate and Community Services
Jacqueline Sullivan, Management Accountant
Lawrissa Chan, Director - Financial Audit - Audit Office of NSW
Matt Payne, Chief Financial Officer
Michael Kharzoo, Audit Leader - Financial Audit - Audit Office of NSW

Attendance of Independent Member

Due to Intermittent connectivity and administrative ease, the periods of absence for Mr Pearson is provided below:

Leave Time	Discussion of Item	Join Time	Discussion of Item
10:13am	5.1	10:13am	5.1
11:40am	8.3	11:47am	8.3
11:53am	8.3	12:16pm	8.4
12:22pm	8.5	1:00pm	8.7
2:12pm	8.8	2:12pm	8.8
2:50pm	8.10	2:50pm	8.10

1. OPENING OF THE MEETING

The Chair opened the meeting at 10am with Acknowledgement of Country and showing respect to the First Custodians of Snowy Monaro Lands.

2. APOLOGIES

An apology for the meeting was received from Councillor Anne Maslin, Council Member.

3. DECLARATIONS OF PECUNIARY INTERESTS/CONFLICT OF INTEREST

Nil

MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING OF SNOWY MONARO REGIONAL COUNCIL HELD ON WEDNESDAY 4 MARCH 2020 **Page 3**

4. ADOPTION OF MINUTES OF PREVIOUS MEETING

4.1 AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING 5 DECEMBER 2019

COMMITTEE RECOMMENDATION	ARIC1/20
THAT the minutes of Council’s Audit Risk And Improvement Committee Meeting held on 05 December 2019 are confirmed as a true and accurate record of proceedings.	
Moved Mr Vine	Seconded Mr Barbeler
	CARRIED

5. BUSINESS ARISING

5.1 AUDIT, RISK AND IMPROVEMENT COMMITTEE RECOMMENDATIONS

Record No:

Responsible Officer: Chief Executive Officer
Author: Senior Internal Auditor
Key Direction: 4. Leadership Outcomes
Delivery Plan Strategy: 10.2 Sound governance practices direct Council business and decision making
Operational Plan Action: 10.2.1 Independent audit and risk framework drives accountability
Attachments: 1. Audit, Risk and Improvement Committee Recommendations
Cost Centre 3136 – Internal Audit

EXECUTIVE SUMMARY

The Audit, Risk and Improvement Committee (Committee) makes resolutions in relation to the reports presented at its meetings. This paper serves to provide a report on the progress of the Committee recommendations.

COMMITTEE RECOMMENDATION	ARIC2/20
That Council’s Audit, Risk and Improvement Committee note the progress report on Committee recommendations from the meetings of this Committee.	
	CARRIED

6. PRESENTATIONS

7. SPECIAL AGENDA ITEMS

7.1 PRESENTATION - CORPORATE INFORMATION SYSTEM (CIS) PROJECT UPDATE

Record No:

Responsible Officer: Chief Executive Officer

MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING OF SNOWY MONARO REGIONAL COUNCIL HELD ON WEDNESDAY 4 MARCH 2020 **Page 4**

Author: Senior Internal Auditor
 Key Theme: 4. Leadership Outcomes
 CSP Community Strategy: 10.2 Sound governance practices direct Council business and decision making
 Delivery Program Objectives: 10.2.1 Independent audit and risk framework drives accountability
 Attachments: Nil

EXECUTIVE SUMMARY

This report is a placeholder in Special Agenda Items section for the presentation to give the opportunity to the Committee to make recommendations on the presentation.

COMMITTEE RECOMMENDATION	ARIC3/20
That Council’s Audit, Risk and Improvement Committee	
A. Receive and note the information in the presentation on Corporate Information System Project.	
B. Request that the latest PSC Status report be included in the agenda papers for the next meeting.	
Moved Mr Barbeler	Seconded Mr Vine CARRIED

Attendance of Senior Internal Auditor

Senior Internal Auditor was absent from the meeting from 10:40am during discussion of Item 7.1 Presentation - Corporate Information System (CIS) Project Update returning at 10:42am during same Item.

Attendance of Chief Financial Officer and Management Accountant

Chief Financial Officer and Management Accountant joined the meeting at 11:00am during discussion of Item 7.1 Presentation - Corporate Information System (CIS) Project Update.

8. REPORTS

Attendance of Director - Financial Audit and Audit Leader - Financial Audit - Audit Office of NSW

Director - Financial Audit and Audit Leader - Financial Audit - Audit Office of NSW joined the meeting at 11:05am at commencement of Item 8.1 Audit Office of New South Wales - Annual Engagement Plan 2020.

8.1 AUDIT OFFICE OF NEW SOUTH WALES - ANNUAL ENGAGEMENT PLAN 2020

Record No:

Responsible Officer: Acting Director Corporate and Community Services
 Author: Chief Financial Officer
 Key Theme: 4. Leadership Outcomes
 CSP Community Strategy: 11.2 Council utilises sound fiscal management practices, pursues and attracts other sources of income
 Delivery Program Objectives: 11.2.2 Provision of statutory reporting enables our leaders to make decisions on Council’s financial sustainability

MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING OF SNOWY MONARO REGIONAL COUNCIL HELD ON WEDNESDAY 4 MARCH 2020 **Page 5**

Attachments: 1. Annual Engagement Plan 2020
 Cost Centre 4010 Financial Services

EXECUTIVE SUMMARY

The Audit Office of New South Wales’ Director of Financial Audit, Lawrissa Chan, presents the attached Annual Engagement Plan (AEP) for consideration and endorsement to assist with ensuring that the financial statutory obligations for the Council are met within the legislative timeframes for the financial year ending 30 June 2020.

COMMITTEE RECOMMENDATION	ARIC4/20
That Council’s Audit Risk and Improvement Committee	
<ul style="list-style-type: none"> A. Receive and note the attached Annual Engagement Plan (AEP) for the financial year ending 30 June 2020. B. Recommend that the Senior Internal Auditor liaise with the External Auditor on the work that he has completed regarding elements relevant to the audit plan, with a particular focus on the CIS project and data migration. 	
Moved Mr Vine	Seconded Mr Pearson CARRIED

8.2 EXTERNAL PROVIDER RECOMMENDATIONS

Record No:

Responsible Officer: Chief Executive Officer
 Author: Senior Internal Auditor
 Key Theme: 4. Leadership Outcomes
 CSP Community Strategy: 10.2 Sound governance practices direct Council business and decision making
 Delivery Program Objectives: 10.2.1 Independent audit and risk framework drives accountability
 Attachments: 1. External Provider Recommendations Progress Report
 2. External Provider Recommendations Summary Report
 Cost Centre 3136 – Internal Audit

EXECUTIVE SUMMARY

External Audits are performed at Snowy Monaro Regional Council for various stakeholders. This report serves to inform the Audit, Risk and Improvement Committee (the Committee) of the results of audits performed, progress on recommendations of the audits and relevant information provided by the stakeholders.

COMMITTEE RECOMMENDATION	ARIC5/20
That Council’s Audit, Risk and Improvement Committee note the attached progress reports on recommendations from the Audit Office of New South Wales Management Letters in 2019.	
	CARRIED

8.3 INTERNAL AUDIT RECOMMENDATIONS

Record No:

Responsible Officer: Chief Executive Officer
 Author: Senior Internal Auditor
 Key Direction: 4. Leadership Outcomes
 Delivery Plan Strategy: 10.2 Sound governance practices direct Council business and decision making
 Operational Plan Action: 10.2.1 Independent audit and risk framework drives accountability
 Attachments: 1. Internal Audit Recommendations Progress Report
 2. Internal Audit Recommendations Summary Report
 3. Audit 18-19_02 - Payroll Management - Request for extension of Target Date
 4. Audit 18-19_08 - GIPA Act Compliance Spot-check - Request for extension of Target Date
 Cost Centre 3136 – Internal Audit

EXECUTIVE SUMMARY

Internal Audit moved to capturing audits, findings and recommendations in the audit register provided in the CAMMS Risk module in August 2019. Progress to date on internal audit recommendations is updated by responsible officers in the CAMMS Risk module. Internal Audit uses this system to monitor, follow-up and validate progress on recommendations. Prior to each meeting, Internal Audit extracts and prepares a report for the Audit, Risk and Improvement Committee. There are 11 recommendations that have been completed since the last meeting, 15 recommendations that are not due and four overdue recommendations.

COMMITTEE RECOMMENDATION

ARIC6/20

That Council’s Audit, Risk and Improvement Committee

- A. Receive and note the information in the report on internal audit recommendations
- B. Receive and note the information in the attached reports:
 - a. Internal Audit Recommendations Progress Report
 - b. Internal Audit Recommendations Summary Report
- C. Approve extensions to the following recommendations
 - a. Audit 18-19_02 - Payroll Management
 - i. Recommendation 18-19_02/03 - From 30 April 2020 to 30 November 2020
 - ii. Recommendation 18-19_02/04 - From 30 April 2020 to 31 December 2020
 - iii. Recommendation 18-19_02/05 - From 30 April 2020 to 31 December 2020
 - iv. Recommendation 18-19_02/07 - From 30 April 2020 to 31 December 2020
 - v. Recommendation 18-19_02/08 - From 30 April 2020 to 31 December 2020
 - vi. Recommendation 18-19_02/09 - From 30 April 2020 to 31 July 2020
 - b. Audit 18-19_08 - Government Information (Public Access) Act Compliance
 - i. Recommendation 18-19_02/02 - From 29 February 2020 to 30 June 2020

MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING OF SNOWY MONARO REGIONAL COUNCIL HELD ON WEDNESDAY 4 MARCH 2020 Page 7

ii. Recommendation 18-19_02/03 - From 29 February 2020 to 30 June 2020		
D. Recommend that as an item of standard procedure, if an item is overdue, an anticipated completion date be provided in the progress comments section of the report.		
Moved Mr Barbeler	Seconded Mr Vine	CARRIED

Attendance of Chief Executive Officer

Chief Executive Officer was absent from the meeting from 11:53am during discussion of Item 8.3 Internal Audit Recommendations returning at 12:03pm during discussion of Item 8.4 Financial Statements Preparation Plan 2020.

8.4 FINANCIAL STATEMENTS PREPARATION PLAN 2020

Record No:

Responsible Officer:	Acting Director Corporate and Community Services
Author:	Chief Financial Officer
Key Direction:	4. Leadership Outcomes
Delivery Plan Strategy:	11.2 Council utilises sound fiscal management practices, pursues and attracts other sources of income
Operational Plan Action:	11.2.2 Provision of statutory reporting enables our leaders to make decisions on Council’s financial sustainability
Attachments:	1. Financial Statements Preparation Plan 2020 as at 24-2-2020 2. New Accounting Standards Paper 2020
Cost Centre	4010 Financial Services

EXECUTIVE SUMMARY

The attached plan sets out the tasks required for Council to meet its year-end financial reporting obligations and ensure that participants are aware of their responsibilities and target timeframes. The plan also enables progress reporting on the status of the plan which will be presented to the Audit Risk and Improvement Committee (ARIC) at subsequent meetings during the period.

This edition of the plan is supported by an assessment of the impact of the new accounting standards which will be reviewed with the Audit Office of NSW during their planning and interim audit visits.

COMMITTEE RECOMMENDATION	ARIC7/20
That Council’s Audit, Risk and Improvement Committee receive and note the attached Financial Statement Preparation Plan 2020.	
	CARRIED

Attendance of Independent Member

Mr Vine was absent from the meeting from 11:56am during discussion of Item 8.4 Financial Statements Preparation Plan 2020 returning at 11:58am during same item.

MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING OF SNOWY MONARO REGIONAL COUNCIL HELD ON WEDNESDAY 4 MARCH 2020 **Page 8**

Attendance of Senior Internal Auditor

Senior Internal Auditor was absent from the meeting from 12:06pm during discussion of Item 8.4 Financial Statements Preparation Plan 2020 returning at 12:09pm during same Item.

8.5 QUARTERLY BUDGET REVIEW STATEMENT (QBR) TO DECEMBER 2019

Record No:

Responsible Officer: Chief Financial Officer
 Author: Management Accountant
 Key Direction: 4. Leadership Outcomes
 Delivery Plan Strategy: 11.2 Council utilises sound fiscal management practices, pursues and attracts other sources of income
 Operational Plan Action: 11.2.2 Provision of statutory reporting enables our leaders to make decisions on Council’s financial sustainability
 Attachments: 1. Quarterly Budget Review - December 2019
 Cost Centre 4010 Financial Services

EXECUTIVE SUMMARY

Council adopted its 2020 Operational Plan on the 20 June 2019, including details of Estimated Income and Expenditure. The September quarterly budget review statement was adopted under Council Resolution 431/19 (on 21 November 2019). The December quarterly budget review statement was presented to Council on the 20th February 2020.

COMMITTEE RECOMMENDATION	ARIC8/20
That Council’s Audit Risk and Improvement Committee receive and note the December 2019 Quarterly Budget Review Statement.	
	CARRIED

8.6 FINANCE PROCEDURES - INVESTMENTS AND PROCUREMENT

Record No:

Responsible Officer: Chief Financial Officer
 Author: Management Accountant
 Key Theme: 4. Leadership Outcomes
 CSP Community Strategy: 11.2 Council utilises sound fiscal management practices, pursues and attracts other sources of income
 Delivery Program Objectives: 11.2.1 Council has best practice management for financial sustainability
 Attachments: 1. 250.2020.588.1 - Procedure - Investment of Surplus Funds Procedure
 2. SMRC 258 Investment Policy
 3. SMRC 55 Procurement and Tendering Policy
 Cost Centre 4010 Financial Services

EXECUTIVE SUMMARY

The updated Procurement and Investment policies and the new Investment Procedure are presented for the information of the Audit Risk and Improvement Committee (ARIC).

COMMITTEE RECOMMENDATION

ARIC9/20

That Council's Audit, Risk and Improvement Committee receive and note the following documents

- A. Procedure – Investment of Surplus Funds
- B. Investment Policy
- C. Procurement and Tendering Policy

CARRIED

Attendance of Chief Financial Officer, Management Accountant, Director - Financial Audit and Audit Leader - Financial Audit - Audit Office of NSW

Chief Financial Officer, Management Accountant, Director - Financial Audit and Audit Leader - Financial Audit - Audit Office of NSW left the meeting at 12:35pm at the conclusion of Item 8.6 Finance Procedures - Investments and Procurement.

Adjournment of Meeting

At 12:36pm the meeting adjourned for lunch.

Resumption of Meeting

The meeting resumed at 1:00pm.

8.7 CHIEF EXECUTIVE OFFICER REPORT

Record No:

Responsible Officer: Chief Executive Officer
Author: Senior Internal Auditor
Key Theme: 4. Leadership Outcomes
CSP Community Strategy: 10.2 Sound governance practices direct Council business and decision making
Delivery Program Objectives: 10.2.1 Independent audit and risk framework drives accountability
Attachments: Nil
Cost Centre 3136 – Internal Audit

EXECUTIVE SUMMARY

The Audit, Risk and Improvement Committee, at its meeting on 5 December 2018, requested (Resolution No. ARIC97/18) *that a verbal report by the General Manager regarding Council plans and direction be included in all meetings as a standard agenda item.*

This report also incorporates the former Fraud and Corruption Control Report. It advises the Committee of any allegations of fraudulent or corrupt conduct reported to the Chief Executive Officer or to an external body such as ICAC.

The following topics were discussed by the CEO:

- No cases of fraud reported
- Environmental, economic and social impacts of disasters in the region (bushfires and flood events)
- Effectiveness of council's emergency planning activities
- Impact to Council assets and resources due to disasters
- Implementation of state government plans / announcements
- Business continuity plans in light of COVID-19
- Update on progress of organisational redesign and current staffing arrangements
- Outcomes from the Local Emergency Management Committee

COMMITTEE RECOMMENDATION

ARIC10/20

That Council's Audit, Risk and Improvement Committee receive and note the information in the verbal report provided by the Chief Executive Officer.

CARRIED

Attendance of Chief Executive Officer

Chief Executive Officer left the meeting at 2:05pm at the conclusion of Item 8.7 Chief Executive Officer Report.

8.8 DELIVERY PROGRAM OPERATIONAL REPORT S404 FOR THE PERIOD JULY - DECEMBER 2019

Record No:

Responsible Officer: Acting Director Corporate and Community Services
Author: Governance Officer
Key Theme: 4. Leadership Outcomes
CSP Community Strategy: 10.1 Planning and decision making is holistic and integrated and has due regard to the long term and cumulative effects
Delivery Program Objectives: 10.1.2 Integrated Planning and Reporting guides long term planning and organisational sustainability
Attachments: 1. Operational Plan Report S404 July to Dec 2019
Cost Centre
Project
Further Operational Plan Actions:

EXECUTIVE SUMMARY

As per Section 5.3 (External Accountability) of SMRC's Audit, Risk and Improvement Committee (ARIC) Charter, the Committee must "Review management's compliance with Integrated Planning and Reporting". This report was presented to Council at its meeting on 20 February 2020 and is provided for the Committee's information.

In accordance with Section 404(5) of the *Local Government Act 1993* (the Act), the General Manager must ensure that regular progress reports are provided to the Council with respect to the principal

MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING OF SNOWY MONARO REGIONAL COUNCIL HELD ON WEDNESDAY 4 MARCH 2020 **Page 11**

activities detailed in the Delivery Program. Progress reports must be provided at least every six months.

This report covers the period July 2019 to December 2019. The full report is included in the Annual Report each year.

COMMITTEE RECOMMENDATION	ARIC11/20
That Council's Audit, Risk and Improvement Committee receive and note the Progress Report on the Operational Plan for the period July 2019 to December 2019.	
	CARRIED

8.9 RISK MANAGEMENT UPDATE

Record No:

Responsible Officer: Chief Executive Officer
Author: Acting Director Corporate and Community Services
Key Theme: 4. Leadership Outcomes
CSP Community Strategy: 10.2 Sound governance practices direct Council business and decision making
Delivery Program Objectives: 10.2.1 Independent audit and risk framework drives accountability
Attachments: 1. Work Health & Safety Report

EXECUTIVE SUMMARY

The Enterprise Risk Framework has been developed and is available to all staff on the intranet. With the council adopting the Australian Business Excellence Framework the risk framework will be now incorporated into the processes of undertaking reviews of the services and other process works, leading towards an embedded approach to risk.

COMMITTEE RECOMMENDATION	ARIC12/20
That Council's Audit, Risk and Improvement Committee	
A. Receive and note the information in the Risk Management Update report.	
B. Express its concern over the resourcing of Council's risk management function and offered to work with the executive leadership team to progress Council's risk management function and the continued embedding of risk within the organisation.	
Moved Mr Pearson	Seconded Mr Barbeler
	CARRIED

8.11 AUDIT, RISK AND IMPROVEMENT COMMITTEE CHARTER REVIEW

Record No:

Responsible Officer: Chief Executive Officer
Author: Senior Internal Auditor
Key Theme: 4. Leadership Outcomes

MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING OF SNOWY MONARO REGIONAL COUNCIL HELD ON WEDNESDAY 4 MARCH 2020 **Page 12**

CSP Community Strategy: 10.2 Sound governance practices direct Council business and decision making
 Delivery Program Objectives: 10.2.1 Independent audit and risk framework drives accountability
 Attachments: 1. Audit, Risk and Improvement Committee (ARIC) Charter
 Cost Centre 3136 - Internal Audit

EXECUTIVE SUMMARY

The Audit, Risk and Improvement Committee (ARIC) Charter is being reviewed due to feedback from ARIC Members, recommendations by ARIC Chair, Organisation Structure Re-design and update to Council document format prescribed in Style Guide.

COMMITTEE RECOMMENDATION	ARIC13/20
That Council’s Audit, Risk and Improvement Committee	
A. Receive and note the information contained in the attached Audit, Risk and Improvement Committee Charter.	
B. Endorse the updated Charter.	
C. Recommend that the updated Charter be put to Council for approval.	
Moved Chair Tooke	CARRIED
Seconded Mr Vine	

8.12 AUDIT, RISK AND IMPROVEMENT COMMITTEE SCHEDULE OF REVIEW

Record No:

Responsible Officer: Chief Executive Officer
 Author: Senior Internal Auditor
 Key Direction: 4. Leadership Outcomes
 Delivery Plan Strategy: 10.2 Sound governance practices direct Council business and decision making
 Operational Plan Action: 10.2.1 Independent audit and risk framework drives accountability
 Attachments: 1. SMRC ARIC Schedule of Review 2017 to 2021
 Cost Centre 3136 – Internal Audit

EXECUTIVE SUMMARY

Attached the Schedule of Review for the Audit, Risk and Improvement Committee for information.

COMMITTEE RECOMMENDATION	ARIC14/20
That Council’s Audit, Risk and Improvement Committee receive and note the information contained in the attached Schedule of Review for the coming periods.	
	CARRIED

MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING OF SNOWY MONARO REGIONAL COUNCIL HELD ON WEDNESDAY 4 MARCH 2020

Page 13

8.10 INTERNAL AUDIT ACTIVITIES - DECEMBER 2019 TO FEBRUARY 2020

Record No:

Responsible Officer: Chief Executive Officer
Author: Senior Internal Auditor
Key Direction: 4. Leadership Outcomes
Delivery Plan Strategy: 10.2 Sound governance practices direct Council business and decision making
Operational Plan Action: 10.2.1 Independent audit and risk framework drives accountability
Attachments: 1. 2020 02 20 - CIS Project Status Report by Senior Internal Auditor
2. Audit 18-19_07 - Building Security - DRAFT Internal Audit Report
3. IA20-1A - Development Assessment - Internal Audit Report
4. Internal Audit Strategic Plan 2019-2022
Cost Centre 3136 – Internal Audit

EXECUTIVE SUMMARY

This report serves to inform the Audit, Risk and Improvement Committee (the Committee) of the Internal Audit activities for the period December 2019 to February 2020.

COMMITTEE RECOMMENDATION

ARIC15/20

That Council's Audit, Risk and Improvement Committee

- A. Receive and note the information in the report Internal Audit Activities - 1 December 2019 to 29 February 2020.
- B. Receive and note the attached reports:
 - a. CIS Project Status Report by Senior Internal Auditor
 - b. Audit 18-19_07 - Building Security - DRAFT Internal Audit Report
 - c. IA20-1A - Development Assessment - Internal Audit Report
- C. Defer discussion on the approach to finalise the draft Building Security report to the meeting on 19 June 2020.
- D. Approve the discontinuation of *Recommendation Category* in Internal Audit Reports.
- E. Endorse the use of the *Overall Audit Opinion Rating Matrix* that will be discussed out of session post this meeting.
- F. Authorise updating of Internal Audit Report format as per recommendations D & E and reissue of IA20-1A - Development Assessment - Internal Audit Report in updated format based on the out of session discussions post this meeting.
- G. Endorse Senior Internal Auditor's Continuing Professional Education Plan in the body of this report
- H. Receive and note the information in the Internal Audit Strategic Plan 2019-2022 and will provide advice on proposed audits for FY 2020/21 out of session.

Moved Chair Tooke

Seconded Mr Vine

CARRIED

9. GENERAL BUSINESS

Nil

MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE MEETING OF SNOWY MONARO REGIONAL COUNCIL HELD ON WEDNESDAY 4 MARCH 2020 **Page 14**

10. NEXT MEETING

Friday, 19 June 2020

There being no further business the Chair declared the meeting closed at 3:00pm.

CHAIRPERSON

The above minutes of the Audit Risk And Improvement Committee Meeting of Snowy Monaro Regional Council held on 4 March 2020 were confirmed by Committee at a duly convened meeting on 19 June 2020 at which meeting the signature hereon was subscribed.

9.4.6 BUSHFIRE RECOVERY UPDATE

Record No:

Responsible Officer: Chief Executive Officer
Author: Local Recovery Officer
Key Theme: 4. Leadership Outcomes
CSP Community Strategy: 10.2 Sound governance practices direct Council business and decision making
Delivery Program Objectives: 10.2.2 Councillors are supported to make informed decisions in the best interest of the community and to advocate on behalf of the community
Attachments: 1. Bushfire Community Resilience Economic Recovery Fund - Phase 1

Cost Centre
Project
Further Operational Plan Actions:

EXECUTIVE SUMMARY

This is an information report to update the Councillors on the activities being undertaken to assist the community with the recovery after the impacts of the 2019/20 bushfires.

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

OFFICER'S RECOMMENDATION

That Council receive and note the Bushfire Recovery Update.

BACKGROUND

Recovery Update

April 2020

Mayoral Fund

The **Mayoral Bushfire Relief Fund** is now open.

Changes were required to meet the COVID-19 environment, in particular to avoid residents coming into Council Offices to collect and drop of completed forms.

The total value of the funds available for distribution is \$483,000 with a maximum of \$5000 per affected property.

Recipients must be the owners of the fire-affected properties and are required to apply for a grant. The availability of the program will be widely broadcast to ensure maximum equity.

The submission period expires COB Friday 17 April 2020.

Residents must register via the application process. Full guidelines explaining the process and forms are available from:

- Council website
- By post: call Customer Service to post out
- Council Customer Service Officers & our Recovery Officers assist with the completion of the application over the phone

Promotion

1. Link to letter, guidelines and application on Council web site
2. CSO's briefed to handle incoming calls and over the phone applications
3. Assistant Local Recovery Officers making contact with residents to advise applications are open
4. Sending out an update to RFS champions and local champions in the fire affected areas to help get the message out to check web site or call Council
5. Email address set up for lodgement of applications – Mayoral.Fund@snowymonaro.nsw.gov.au with auto response
6. Social media updates
7. Mayoral Column
8. ABC interview Wed 1st April am for Mayor
9. Register for recording applications set up

Applications are now being received.

SMRC Recovery Committee is established and the Sub Committees continue with the development of their action plans.

Recovery Sub Committees

There have been slight changes to the sub committees.

- Community Engagement is now incorporated with Health & Well Being
- Infrastructure & Waste Environment and Planning sub committees are now combined.
- We now have following sub committees
- Health & Well Being & Community Engagement – Chair Kristy Harvey
- Tourism & Business – Chair Mark Adams
- Agriculture – Chair Brett Jones (supported by Luke Pope, LLS)
- Infrastructure, Waste, Environment & Planning – Co Chairs Gina McConkey & Peter Smith

Working Groups established

- Communications – Nathan Thompson

Community Recovery Activities

We are now operating in the Covid-19 environment and it is not possible to continue with these activities in the same form of community meetings & mobile recovery days.

Changing model of community recovery activities – virtual recovery & one to one approach

The Recovery team is working to

- Develop a service delivery model to be one to one – example phone calls, emails, mail outs for community who have no internet / mobile coverage
- Identify key agencies who need to be connected with residents/communities to provide information and support
- Develop and implement a communications strategy for print, digital media, broadcast on local radio, video information segments and virtual meeting formats to support the one to one service delivery model & information segments
- Design video information segments for digital and social media & virtual meetings format
- Develop a Council Facebook Group that is specific to Bush Fire Recovery

Bushfire Community Resilience & Economic Recovery Fund Application has been approved.

This funding is phase 1 funding for a total of \$250,000 which will be spread across a suite of 7 recovery activities supporting both economic & community wellbeing needs within the Snowy Monaro Region.

The funding application is attached. This provides a full outline of the 7 recovery activities.

The executed agreement has been received back from the NSW State Government with a completion date of 31st December 2020 with an acquittal date of 27th February 2021. The completion date was extended from 30 June 2020 to 31st December 2020 due to Covid-19.

Sub Committees for Tourism & Business and Health & Wellbeing/Community Engagement are working on these recovery activities.

Upcoming

Clean up: Laing O'Rourke, Head Contractor will be communicating directly with Residents who have registered with Service NSW for the clean-up. This is an opt-in program. This has been communicated to the community and reminders will be ongoing during April

Local contractors have been encouraged to participate in the cleanup with Laing O'Rourke.

RFS Make Safe Program: not all land holders will meet eligibility criteria. We will identify what is outstanding and look at additional ways to support affected landholders.

Blaze Aid camps

These will change and potentially hit pause due to Covid-19 and winter.

Bredbo

A solution has been identified for volunteers who are currently located at the Community Hall at Bredbo. Alternative private accommodation is being sourced. This will allow the small number of volunteers grey nomads and back packers who have nowhere to go to remain at Bredbo and continue to provide support for the landholders.

Bombala

Discussions have been held with camp coordinators who are confident that the camp will continue in its current format from the Showground noting that they have implemented rules to meet obligations of Covid-19 rules.

A letter has been forwarded to Blaze Aid Head Office confirming that should further lock downs occur support to these camps from Council will be limited. We await reply.

No new Blaze Aid camps will be opened due to COVID – 19

Assistant Recovery Officers are dealing directly with community by phone calls and emails.

This is well received by the community and is effective.

Robin Guthrie: Bombala & surrounds

Tracy Crompton: Adaminaby / Numeralla & surrounds

ADF support

The Cooma and Bombala based ADF contingent has been recalled. The replacement contingent in Canberra are unable to provide support to Southern NSW Region. This may change in the future.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

The program is designed to support the social recovery of the community within the available funding.

2. Environmental

There are significant environmental impacts and funds have been allocated towards assisting with the recovery operation for wildlife, who have been majorly impacted by the events.

3. Economic

At an Extraordinary Council meeting held on 5 March 2020 the Council determined a schedule for the expenditure of the funding provided to the Council towards covering its costs of the recovery. The budget allocations reflect the changed components of the program as a result from the Extraordinary Council meeting.

	Source	Actual	Budget
Expenditure			
Recovery centre and support			\$310,000
Mayoral relief fund – Applications close on Friday 17 April 2020.			\$475,000

	Source	Actual	Budget
Mayoral Relief Fund – Waste Support			\$8,000
Financial advisory service for business			\$80,000
Research on economic impacts and effective support			\$50,000
Economic support programs			\$240,000
Improved fire resilience on Council facilities			\$50,000
Wildlife rescue support			\$20,000
Total Expenditure			\$1,233,000
Funding (Income/reserves)		Amount	
Initial recovery support	Grant	\$1,000,000	\$1,225,000
Waste Funding			\$8,000
Total Funding Allocation			\$1,233,000

4. Civic Leadership

Council is demonstrating leadership by providing support to the many people in the community affected by the event, whether directly or indirectly.

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

Application BCRERF1 - 043 From Snowy Monaro Regional Council

Form Submitted 25 Mar 2020, 11:28am AEDT

NSW Bushfire Community Resilience & Economic Recovery Fund - Phase 1

* indicates a required field

Background information

- Funding for the *Bushfire Community Resilience and Economic Recovery Fund (BCRERF)* is provided through the joint disaster recovery funding arrangement between NSW and Commonwealth Government.
- This funding is to assist in delivering immediate support for locally led community resilience and economic recovery activities.
- Phase One is focused on delivering immediate small-scale funding to local councils that will start the community and economic recovery following the bushfires.
- The purpose is to support local businesses recovery and assist communities overcome the local economic and social impacts of the bushfires.
- Funding agreements for Phase 1 will be open until 31 March 2020.
- Projects are to be completed by 30 June 2020.

Council information

Organisation Name *

Snowy Monaro Regional Council

Name of your Council

Council ABN *

72 906 802 034

Information from the Australian Business Register	
ABN	72 906 802 034
Entity name	Snowy Monaro Regional Council
ABN status	Active
Entity type	Local Government Entity
Goods & Services Tax (GST)	Yes
DGR Endorsed	No
ATO Charity Type	Not endorsed More information
ACNC Registration	No
Tax Concessions	No tax concessions
Main business location	2630 NSW
<i>Information retrieved at 10:03am today</i>	

Must be an ABN.

Council Street Address *

81 Commissioner Street

Cooma NSW 2630 Australia

Address Line 1, Suburb/Town, State/Province, Postcode, and Country are required.

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

Application BCRERF1 - 043 From Snowy Monaro Regional Council

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Postal Address

P.O Box 714

Council Contact *

Ms Teena Paterson

Position in Council *

Grants Officer

Contact Phone Number *

(02) 6451 1121

Must be an Australian phone number.

Email *

teena.paterson@snowymonaro.nsw.gov.au

Must be an email address.

LGA *

Snowy Monaro

Terms and Conditions

General

1. This Agreement applies to all works you carry out in relation to the Event, Project or Activities.

Your obligations

2. You must

- a. ensure that the Grant is used only for the delivery of the Event, Project or Activities;
- b. ensure that any funded works are delivered within a reasonable timeframe;
- c. ensure that you acknowledge the support of both the Commonwealth and NSW Department for the Event, Project or Activity in all materials including signage, invitations, social media, media releases and speeches using the attached guidelines: <https://communications.dpc.nsw.gov.au/branding/> and <https://www.pmc.gov.au/resource-centre/government/australian-government-branding-guidelines-use-australian-government-logo-australian-government-departments-and-agencies>,
- d. provide the Department with at least 15 business days' notice of any proposed announcements, launches or public events relating to the Event, Project or Activity, and work collaboratively with the Department in developing any promotional events initiated by either party; and
- e. prepare and deliver a report to the Department on the Event, Project or Activities outcomes once completed.
- f. ensure that adequate financial and operation records and registered are kept and maintained while carrying out the project and retain such records for seven year after completed or termination of the Funding Agreement.

Payment

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

Application BCRERF1 - 043 From Snowy Monaro Regional Council

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3. Payments will be released by the Department once an invoice for the grant amount and all requested information has been provided by the organisation.

4. Invoices for claiming the grant should exclude GST and be made payable to:

Department of Planning, Industry and Environment

ABN: 20 770 707 468

Locked Bag 6009

ORANGE NSW 2800

5. All consideration for any supply under this Agreement is exclusive of any GST imposed in relation to the supply.

6. The Department making any payment to you does not constitute an admission that you have performed the Event, Project or Activities in compliance with this Agreement and no payment will be deemed to release you from your obligations under this Agreement.

7. You must repay within 28 days of a demand being sent:

a. any portion of the Grant paid to you that is unspent at the completion of the Event, Project or Activities; and

b. any payment spent in breach of this Agreement.

Work health and safety (WHS)

8. You must undertake your own identification and analysis of all WHS risks associated with the Event, Project or Activities.

9. You must ensure the health and safety of all people whom your activities may affect under this Agreement, in compliance with WHS laws.

10. You warrant and represent that you have the necessary resources in place to comply with WHS laws and have taken all necessary measures to assess and eliminate or control risks arising from hazards associated with the Event, Project or Activities..

Information

11. The Department may publish the title and brief description, including outcomes, of the Event, Project or Activities and the amount of the funding.

Variation and Termination

12. This Agreement can only be varied by agreement of both parties in writing including by email.

13. The Department may terminate this Agreement if you breach this Agreement and do not remedy the breach within seven days of the Department notifying you of that breach.

14. The Department will not in any circumstances be liable for any consequential loss or loss of profits suffered by you as a result of terminating this Agreement.

Other

15. You remain fully responsible for the performance of the Event, Project or Activities if you subcontract the performance of any part of an activity.

16. The rights and remedies under this Agreement are in addition to, and do not limit, any other rights of the Department at law.

17. Please submit all communication with the Department by **email only**. This includes this signed Agreement with scanned signature, copy of your Public Liability Insurance and invoices for claiming payment. You acknowledge your acceptance of execution under the provisions of the *Electronic Transactions Amendment Act 2010 (NSW)*. Please do not send duplicate hard copies by Australia Post.

Project Activities

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

Application BCRERF1 - 043 From Snowy Monaro Regional Council

Form Submitted 25 Mar 2020, 11:28am AEDT

*** indicates a required field**

Project Title *

Snowy Monaro Bushfire Recovery Program (Phase 1)

Brief Project description *

A suite of initiatives to support both the economic & community recovery needs of the community.

Must be no more than 100 characters.

Provide a short description of your project - what are you out to do?

What disaster recovery outcome will your Event, Project or Activity be contributing towards: *

- | | |
|---|--|
| <input checked="" type="checkbox"/> The needs of vulnerable groups are addressed in disaster recovery | <input checked="" type="checkbox"/> The community has improved capacity and capability to respond to future disasters |
| <input type="checkbox"/> The community is aware of the disaster recovery processes | <input checked="" type="checkbox"/> Business and not-for-profits have in place adequate mitigation practices for risks and threats |
| <input type="checkbox"/> The community can express its changing disaster recovery needs | <input checked="" type="checkbox"/> Government, private sector, civil society and organisations are engaged in plans for mitigation and management of the recovery |
| <input type="checkbox"/> Community members are aware of the risks of future disasters | |

Public Liability Insurance - upload a copy of your current certificate of currency. *

Filename: ECM_3172160_v1_2019 06 30 - FY2020 Insurance Policy - Statewide Mutual - Certificate of Currency COC - Statewide Ge (1).pdf

File size: 35.6 kB

All organisation must hold current Public Liability Insurance to enter into a funding arrangement with the Department.

Project Information

Priority Area of Focus - There are 2 categories of focus for NSW Bushfire Recovery Activities. Please select the relevant area of your project works main focus, they are:

- **Economic Recovery - events or initiatives to support local business recover, such as business support events and industry recovery plans, etc.**
- **Community Resilience - events or initiatives to support community recovery and wellbeing, such as BBQ's, shows, concerts, etc**

Projects may include, but are not limited to:

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

Application BCRERF1 - 043 From Snowy Monaro Regional Council

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- - Community events that support community engagement
 - Locally focused recovery support services for impacted small businesses such as business advice workshops
 - Training and skill development for small business continuity/contingency planning to help individual businesses to survive in the short to medium term.
 - Localised industry recovery events, planning and workshops.
 - Small projects that help with the recovery of the communities through capacity and resilience building to understand how to be better prepared for hazards into the future.
 - Neighbourhood and community strengthening activities that focus specifically on capacity building and planning for the future.

Priority Area of Focus	Proposed Description of Activities	Estimated Cost	Estimated Delivery
Economic Recovery *	Support tourism in Adaminaby - Fund improvements to the Snowy Scheme Museum, combined with deployment of a marketing campaign to encourage area visitation. Note: Completion timeline beyond June 2020 has been indicated due to COVID-19 impacts. Council will initiate the planned activities at the earliest practical opportunity.	\$50,000.00	31/12/2020

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

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Economic Recovery	Collaborative re-shape of the current Business Awards - Emphasis on business survival skills & preparedness for business interruption in a changing world; Chamber of Commerce related, includes engagement of key note speaker. Note: Completion timeline beyond June 2020 has been indicated due to COVID-19 impacts. Council will initiate the planned activities at the earliest practical opportunity.	\$25,000.00	31/12/2020
Economic Recovery	Support economic recovery in Bombala & surrounds - Research & strategy development to respond to industry & stakeholder true need (example: softwood timber mill futures) & facilitate Snowy Monaro REDS aligned actions. Note: Completion timeline beyond June 2020 has been indicated due to COVID-19 impacts. Council will initiate the planned activities at the earliest practical opportunity.	\$50,000.00	31/12/2020

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

Application BCRERF1 - 043 From Snowy Monaro Regional Council

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Economic Recovery	<p>Training & Skills Development grants delivered to the community - Focus on Business and Chamber of Commerce initiatives to improve business resilience.</p> <p>Note: Completion timeline beyond June 2020 has been indicated due to COVID-19 impacts. Council will initiate the planned activities at the earliest practical opportunity.</p>	\$40,000.00	31/12/2020
Economic Recovery	<p>Enhance data analytics capability for the Tourism Sector - Support for a REDS identified key 'engine of growth' via a real time statistic & trend database to better inform business planning, direct targeted marketing efforts & improve resilience.</p> <p>Note: Completion timeline beyond June 2020 has been indicated due to COVID-19 impacts. Council will initiate the planned activities at the earliest practical opportunity.</p>	\$50,000.00	31/12/2020

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

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Community Recovery	Support families & children - Funding to Monaro Family Support Service Inc to deliver programs & activities aimed at improving social connections. Note: Completion timeline beyond June 2020 has been indicated due to COVID-19 impacts. Council will initiate the planned activities at the earliest practical opportunity.	\$20,000.00	31/12/2020
Community Recovery	Support to general community - Funding to Monaro Domestic Violence Committee to educate and raise awareness of domestic/family violence & sexual assault. Note: Completion timeline beyond June 2020 has been indicated due to COVID-19 impacts. Council will initiate the planned activities at the earliest practical opportunity.	\$15,000.00	31/12/2020
Project main focus.	Please describe the scope of works	Must be a dollar amount.	Must be a date.

Invoice & Banking details

* indicates a required field

Banking details

Please provide your banking details for where the funding will be received. Ensure these details are current as funding deposited into incorrect accounts may not be recoverable.

Bank Account *

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

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Account Name: Snowy Monaro
Regional Council
BSB Number: 032728
Account Number: 850880
Must be a valid Australian bank account format.

Invoice

Please upload an invoice for the funding amount you were awarded excluding GST.

Invoices should be addressed to:

Department of Planning, Industry & Environment

ABN: 20 770 707 468

Locked Bag 6009

ORANGE NSW 2800

Upload an invoice to claim your funding *

Filename: Invoice 44030.pdf

File size: 280.1 kB

This should be a PDF, invoices should exclude GST and be for the amount of funding your were awarded.

Funding Checklist

I/we confirm that by accepting this offer and signing the agreement, I/we: *

- are aware that digital signatures are not allowed as part of this Agreement
- agree with the Terms and Conditions within this Agreement
- declare that all information provided as part of this Agreement including attachments are true and correct
- agree to provide a Completion Report form with evidence of completion through the online SmartyGrants system within 2 months of project completion
- agree to acknowledge the NSW and Commonwealth Government as per section 2c of this agreement

At least 5 choices must be selected.

How to submit your Funding Agreement

STEP 1: Ensure the "Funding Checklist" section of this page has been selected and understood.

STEP 2: Click '**Review & Submit**' on the top right hand corner of your screen in SmartyGrants. Any unanswered mandatory questions will be marked in red for you to complete. Once completed, you need to click '**Review & Submit**' again.

STEP 3: Click the '**Download PDF**' button at the **beginning or the end** of your Funding Agreement. Print a PDF copy of the Funding Agreement. Make sure the signature box is signed and dated clearly with a black or blue pen.

STEP 4:

- Scan and save the entire signed Funding Agreement to your computer for uploading back into SmartyGrants.
- Click '**Attach**' in the **section below** to upload the signed Funding Agreement.

Bushfire Community Resilience & Economic Recovery Fund - Phase 1 Bushfire Community Resilience & Economic Recovery Fund - Funding Agreement

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- Once uploaded, click the '**Submit**' button at the bottom of the screen. You will receive an email confirmation if your submission is successful. Attached to the email confirmation is a copy of the completed Funding Agreement for your record.

Your duly signed Funding Agreement will be executed by the Department.

Once payment has been requested for release, you will receive a copy of the executed Funding Agreement via email to the "user email" listed on your SmartyGrants account. Payment should be disbursed to your nominated account soon after.

Upload a copy of your Signed Funding Agreement *

Filename: ECM_3235578_v1_CEO Signed FA BCRERF1-043 - Snowy Monaro Bushfire Recovery Program Phase 1 - March 2020 - State Exec.pdf
File size: 802.9 kB

Execution of Agreement

Signed, Sealed and Delivered for: *

Snowy Monaro Regional Council
Name of the Organisation applying for funding.

ABN *

72906802034
Council ABN

Authorised Signatories

I/we warrant that I/we have authority to sign this Agreement on behalf of my organisation and agree with the terms of this Agreement as set out in this letter.

Signature of first Authorised Officer *

- See attached PDF

Signature of second Authorised Officer (if applicable)

Name & Title of first signatory *

Peter Bascomb - CEO Snowy Monaro Regional Council

Name & Title of second signatory

In accordance with its constitution and, if applicable, any requirements for execution contained in the statute that established the recipient organisation in the presence of:

In accordance with its constitution and, if applicable, any requirements for execution contained in the statute that established the recipient organisation in the presence of:

Witness signature *

- See attached PDF

Note: Signatories cannot witness each other, must be a 3rd/4th person as the witness

Witness signature

Note: Signatories cannot witness each other, must be a 3rd/4th person as the witness

Name of Witness

**Bushfire Community Resilience & Economic Recovery Fund - Phase 1
Bushfire Community Resilience & Economic Recovery Fund - Funding
Agreement**

Application BCRERF1 - 043 From Snowy Monaro Regional Council

Form Submitted 25 Mar 2020, 11:28am AEDT

Name of Witness *

Sarah Cleverley

Date

Date *

25/03/2020

Must be a date.

Must be a date.

GMO USE ONLY - Department Execution Clause

Signed, Sealed and Delivered for and on behalf of the **Crown in right of the State of New South Wales acting through the Department of Planning, Industry and Environment** by its authorised officer name below but not so as to incur personal liability.

Signature of Authorised Officer of the Department

Name and Position

Signature of Witness

Name of Witness

Date

Must be a date.

9.4.7 DRAFT OPERATIONAL PLAN INCLUDING BUDGET AND FEES AND CHARGES

Record No:

Responsible Officer:	Chief Executive Officer
Author:	Acting Director Corporate and Community Services
Key Theme:	4. Leadership Outcomes
CSP Community Strategy:	12.1 Our community has multiple opportunities to be consulted and engaged in the development of plans, services and policies that affect the region
Delivery Program Objectives:	12.1.1 Council is a trusted community partner providing value for money through delivering according to Council's adopted Delivery Program
Attachments:	<ol style="list-style-type: none">1. Operational Plan 2021 (<i>Under Separate Cover</i>)2. 2021 Fees and Charges (<i>Underr Separate Cover</i>)3. Revenue Policy (<i>Underr Separate Cover</i>)
Cost Centre	
Project	
Further Operational Plan Actions:	

EXECUTIVE SUMMARY

The Operational Plan attached is developed around seeking to maintain the normal services provided by Council within a difficult financial time for the Council and the community. It outlines a range of activities that are provided on an ongoing basis as well as specific activities to be undertaken, designed to meet community needs or regulatory requirements.

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

OFFICER'S RECOMMENDATION

That Council

- a) Apply the rates peg of 2.6% to the Revenue Policy; and
- b) Place the Operational Plan and the associated Revenue Policy and Fees and Charges on public exhibition.

BACKGROUND

Each year Council is required to prepare an Operational Plan showing the detailed activities that the Council will undertake over the next twelve months to achieve the goals and outcomes established by the Council within the Delivery Program.

A large proportion of the support the Council provides the community each year is the ongoing provision of services or the maintenance of infrastructure that is used by the community. While

most of this remains unchanged, the Operational Plan includes a summary of the major activities that the Council provides on an ongoing basis. This enables the community to identify what we are doing.

In addition there are a range of specific activities that are identified as providing benefits to the community. In this year's document work has been done to include details on those projects, showing the reason for why they have been recommended as the activities to be undertaken. This has been done to help the community better understand why specific actions the Council is taking to address the needs of the community are being undertaken. In a number cases the start and finish dates for the activity will be determined once the exhibition period has reached its end and there is more certainty that all the activities will be accepted by the Councillors, after consideration of community input.

A considerable unknown at the moment is the impact COVID-19 will have on operations during the coming twelve months. The Operational Plan has been developed based around current expectations on the situation, but may need to be adjusted if there is significant change to how the spread of the virus unfolds within the staff and the community.

For ease of reading the Operational Plan is split into three separate documents:

- 1) Operational Plan 2021: Details of the activities of the Council proposed to be carried out.
- 2) Revenue Policy: Details about how Council will raise its funds. This looks at the philosophy for charging as well as the rates to be charged.
- 3) Fees and Charges: This lists the various fees that the Council will charge for different services.

The Revenue Policy needs to have the figures included for the exact rate charges. This has been delayed due to the valuations being provided as one file for the local government area causing issues with reconciling back to the three systems in use. The valuations also came in a new format and configuration changes needed to be put into place across the various systems to accept the new format.

The Revenue Policy will be updated to reflect an increase in line with the rate peg. Residents will see changes in the increases to their rates outside the rate peg, which will be driven by the changes to valuations of properties and Council will need to do separate communication to clarify this issues.

Financial Situation

The Council has been operating with an ongoing deficit. This shows that the level of income being generated is not sufficient to provide the services and replace the assets used by the community each year. Such a position is unsustainable. Council is now reaching the point where the impacts of this approach will become critical. The primary sign of this is the depletion of Council's cash reserves. To date the problem has been masked by the high level of cash in water and sewer as well as unspent grants from the post-merger funding.

Work has commenced on reviewing the budgets to identify areas where savings can be made. Prior year actual expenditure has been reviewed against budgets to identify areas where historical

spending is lower than budget requests and adjustments made. Discretionary spending within areas where there has been a growth in the overall costs since merger have been closely reviewed to identify where there was an opportunity to bring the overall costs back down. These actions have improved the draft budget by over \$3.5million. On a like-for-like basis the overall deficit is improved on the previous year and now will provide breathing room (assuming Council maintains strict financial control) to continue a process to move to a sustainable position. There is more work to be done on looking at the budgets of the Council and this will be an ongoing process that will be undertaken in conjunction with the organisational redesign. The changes need to be implemented in a considered and deliberate fashion, based on good information about what level of resourcing is needed to effectively provide services.

The extent of the current underlying operating deficit means that the issue will only be resolved through a combination of increased efficiency, review of what is required for service delivery, rates increases and reviewing the level of revenue raised from services. The issue of rates increases needs to be considered in the broader community context. The combination of bushfires and COVID-19 is likely to have a significant impact on the broader community. The extent of these impacts is likely to be felt for a number of years. In this circumstance the Council needs to look at doing all it can to minimise the affordability of Council's services and the approach in structuring the budget has been to ensure the Council can operate without a rate increase for three years.

Offsetting the need to restrict spending is the need to ensure that we fill what role Council can in supporting the economy. This can be achieved through completion of the grant funded projects as well as sensible spending on other projects. It is not proposed to include significant new unplanned infrastructure spending, as the Council would only be able to achieve this through loan funding. Even with low interest rates, those costs will then add into the amount of increase needed in rates. Instead it is recommended that the Council focuses on being well placed to access any grant funding opportunities that may eventuate.

Service Activity Impacts

Biodiversity Control (\$240,000 reduction): In the current year the level of service was increased significantly through the allocation of increased funding to undertake a more extensive weed spraying program along the road reserves. At the time no funding was identified to support this. Until funding can be identified the allocation has reverted to the previous service levels.

Aged Care Facilities Major Maintenance (\$300,000): Due to the age of the facilities we are seeing a significantly high level of major maintenance being needed as items at or past the end of their effective lives are failing. The need to fund these works has been reflected in the budget.

Aged Care Contract Staffing (\$350,000): There is significant difficulty in attracting staff into aged care facilities in regional areas and this has meant that to maintain services to the existing residents there is a need to ensure agency staff are available when vacancies in the staff structure cannot readily be filled. This is not the ideal situation as the cost of this solution is well above the cost of having employees in place and plans are being put into place to assist with the issue. In addition there are a range of specialised clinical services needed. The scale of our operations mean it is not effective to employ them and as a result to ensure that we reach the standards demanded of the aged care sector these people need to be employed on a contractor basis.

Significant Activities

Council undertakes a range of activities other than business as usual service delivery. Some of the more significant in this period are:

Finalising the new corporate system (\$1.7million): This project is nearing completion, with the new system planned to go live on 1 July 2020. Moving the whole organisation onto the one system will improve the efficiency of the operations by reducing manual and duplicated work as well as improving access to information. The organisation will also look to implement aspects of the system that will improve service delivery.

Cooma Landfill Stormwater Leachate (\$200,000): Improvements to the leachate collection systems will reduce the potential for contaminants to move offsite. In this period the Council will commence the work, primarily looking at the investigations and design, with the bulk of the work to be carried out in the following year, with a total cost of \$2million.

Cooma Street furniture (\$20,000): This is an ongoing replacement program that extends through the coming year and into the following one. It will improve the look of the CBD area.

Bombala Landfill Upgrades (\$555,000): Council is required to undertake a number of improvements to this sites to meet our licensing requirements.

Jindabyne Landfill Expansion (\$500,000): This is the continuation of an existing project to increase capacity for the Jindabyne area. The project will continue into the draft Operational Plan period and the following year with an overall estimated cost of \$2million.

Tub Grinder/Shredder (\$500,000): Significant costs are incurred in managing green waste. The level of spend on having this work undertaken by contractors has been assessed against the cost of owning our own equipment. The levels of green waste needing to be processed warrant owning and running plant ourselves.

Yallambee Lodge Extension (\$1.5million): This is the continuation of the project for which Council has received grant funding. It is expected to move through the design phase and reach the stage of construction during the draft Operational Plan period. It will be completed in the following year.

Upgrade Cowbed Creek Bridge (\$1.2million): Improve access from a single lane bridge and provide for a 68tonne loan capacity on this route.

Snowy River Way Upgrades (\$700,000): Widening and fixing alignment on two segments along this road.

Bobeyan Road Sealing (\$6million): This is the commencement of the project for which initial design works have commenced in this year following grant funding being announced. The works will continue over the next three years.

Detailed Design Adaminaby Sewer Treatment Plant (\$100,000): Continuation of the investigations into improvement to allow for sewer service to be provided to the village.

Timor Street (Bombala) Pump Station upgrade: (\$700,000): This is part of the ongoing renewal of infrastructure. The project will commence next year, but be undertaken over two years at a total cost of \$2.1 million.

Water meter replacement (\$500,000): Water meters have an effective life and it is more efficient after a certain time to replace all of the meters rather than chase the individual ones as they break. This project will be undertaken over the next four years, with the bulk being done in the next two.

Bombala & Delegate Water Treatment Plant Upgrades (\$1.5million): This is a continuation of the project for which grant funding has been approved and work has commenced on investigations. By the start of the period the options study should be finished and in this period we will develop a business case to support the preferred option and detailed

Jindabyne water fluoridisation (\$1million): This is the completion of the project to add fluoridisation to the water supply.

Regional Sports Hub (\$1.5million): The sports hub has been identified as a facility that will provide a higher quality service to sporting participants across the region.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

The advantages to the community of undertaking the activities proposed are seen to outweigh the disadvantages of not undertaking the service provision and specific activities planned.

2. Environmental

A range of activities are included to properly manage the impact of Council's operations on the environment. There are also services included that manage the impact on people of the built and social environments that provide benefits to the community.

3. Economic

The Operational Plan continues with a deficit that is long term unsustainable. Considering the current economic environment and the impacts of reducing services or increasing income, the approach of exercising financial restraint while the underlying problems are addressed and the economy recovers are considered a reasonable approach.

4. Civic Leadership

The Operational Plan sets out what the Council will do in the coming twelve months, allowing the community to assess if they feel the organisation is efficiently and effectively using the available resources.

10.1 SNOWY HYDRO TRAFFIC MOVEMENT REPORT

Record No:

Responsible Officer: Chief Executive Officer
Author: Councillor John Last
Attachments: 1. Notice of Motion - Councillor Last

Councillor John Last has given notice that at the Ordinary Meeting of Council on 16 April 2020, he will move the following motion.

MOTION

That Council

- A. Request Snowy Hydro to provide full details of traffic movements from the plant at Polo Flat Road and the proposed route through the town of Cooma including detailed traffic movements, types of vehicles and weights, both laden and unladen and hours of movements. Such traffic movements are in respect of the factory to be established at Polo Flat, and in relation to materials from that factory to be moved to works in connection with the proposed tunnels to be constructed; and
- B. That the aforementioned information be provided within 21 days from the date of the Council meeting.

BACKGROUND

Nil.

GENERAL MANAGER'S RESPONSE

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 Proposed Resolution

I hereby give Notice of our intention to move the following resolution:

That this Council requests Snowy Hydro to provide full details of traffic movements from the plant at Polo Flat and the proposed route through the town of Cooma including detailed traffic movements, type of vehicles and weights, both laden and unladen and hours of movements. Such traffic movements are in respect of the factory to be established at Polo Flat, and in relation to materials from that factory to be moved to works in connection with the proposed tunnels to be constructed.

That the aforesaid information be provided within 21 days from the date of the meeting.

Dated this ^{20th}..... day of ^{March}..... 2020.

Mover: JOHN LAST

Name



Signature

Seconder: Sue Haslingden

Name



Signature

13. 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:
 - 13.1 Review of Lease Payments - COVID-19 (Supporting Confidential Information)**
Item 13.1 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 discussion of the matter in an open meeting would be, on balance, contrary to the public interest.
 - 13.2 Legal Actions and Potential Claims Against SMRC as at 31 March 2020**
Item 13.2 is confidential in accordance with s10(A)(2)(e) of the Local Government Act because it contains information that would, if disclosed, prejudice the maintenance of law 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.