



SNOWY MONARO
REGIONAL COUNCIL

BUSINESS PAPER

PUBLIC EXHIBITION COPY

Ordinary Council Meeting
18 June 2020

CONFLICTS OF INTEREST

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

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

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

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

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

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

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

COUNCIL CODE OF CONDUCT

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

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

COUNCIL CODE OF MEETING PRACTICE

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

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 Council's website www.snowymonaro.nsw.gov.au

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

**ON THURSDAY 18 JUNE 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 21 May 2020
 - 7.2 Closed Session of the Ordinary Council Meeting held on 21 May 2020
- 8. PLANNING AND DEVELOPMENT APPLICATION MATTERS**
Nil
- 9. OTHER REPORTS TO COUNCIL**
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 - 9.2 KEY THEME 2. ECONOMY**
Nil

| | | |
|------------|--|------------|
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| 13.1 | Legal Actions and Potential Claims Against SMRC as at 31 May 2020 <i>Item 13.1 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> | |
| 13.2 | Residential Aged Care - Business Improvement Fund Grant Application <i>Item 13.2 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.</i> | |

DRAFT MINUTES

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9.1.1 PERPETUAL SPECIAL LEASES FOR KYBEYAN AND JERANGLE

Record No:

| | |
|-----------------------------------|---|
| Responsible Officer: | Chief Strategy Officer |
| 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: | <ol style="list-style-type: none">1. Letter from DPIE Lease 714702. Letter from DPIE Lease 714843. Lease Profile 714704. Lease Profile 714845. Lease Area Diagram 714706. Lease Area Diagram 71484 |
| Cost Centre | 1510 |
| Project | |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

Council received correspondence from Department of Planning, Industry & Environment (DPIE) – Crown Lands (letters attached) with regards to two perpetual special leases with the options as per below:

- purchasing the parcels of land,
- keep the leases in place, or
- surrender the leases.

Both leases are over areas that have significant use for the community and due to this should not be surrendered at this time. The only change is that the Council will not have an automatic right to apply for the land to be transferred to Council.

On doing a cost-benefit analysis of Council buying the property vis-a-vis leasing the land, it was certain that leasing the land will be more cost-effective than purchasing it.

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

OFFICER'S RECOMMENDATION

That Council continues the Perpetual Special Leases 71470 and 71484 under the current terms and conditions.

BACKGROUND

Council received correspondence from DPIE- Crown Lands in regards to leases held for many years at Kybeyan and Jerangle. The correspondence offered Council the option to purchase the land. If Council opted to purchase these parcels under the “right to apply” option, the application must be completed and lodged by 30 June 2020 to secure the existing “right to apply”. If the application is not lodged by 30 June 2020 Council will not be able to automatically “convert” the lease to freehold and will instead need to follow the regular process of requesting the sale of the land to Council.

This is a voluntary process and there is no obligation to purchase the Leases.

The current Leases are:

- Lease 71470 over Lot 41 DP 750546 at Kybeyan – Kybeyan Hall
- Lease 71484 over Lot 1 DP 22124 and Lot 52 DP 750558 at Jerangle – next to tennis courts

The Lease over Lot 1 DP 22124 and Lot 52 DP 750558 at Jerangle is two lots next to the tennis courts (map attached). These lots offer access to the tennis courts and the only access to the CWA hall on lot 150 DP 750558.

There are options available to pay off the purchase monies if this option is taken up:

- Elect to pay the purchase monies within six weeks of the granting of the purchase approval.
- Elect to pay the purchase monies over a period of up to 20 years at 8% interest with a minimum annual instalment amount of \$2,500.

Should Council decide to continue with the Leases they will be under the current terms and conditions, with the exception of possible changes to the rent currently being paid and CPI adjustments.

As the community utilises these parcels of land to access halls and tennis courts, it is recommended that Council continue the leases or opt to purchase these lots, for the benefit of the community.

The value of the land for purchase can only be estimated as the Crown cannot offer what the Valuer General may value these parcels of land at when the time of sale takes place. Therefore it would be beneficial to the community and Council to keep the current leases in place.

If the Council purchases the land it will no longer be Crown Land and will not be eligible for funding from grants. This would lead to the Council needing to fund any future works or upgrades to the land or facilities.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

The local halls and tennis courts provide activities, programs, celebrations, ceremonies and services that support the objectives of social inclusion for all in remote areas. Therefore it would be beneficial to keep the current leases in place.

Council promotes a positive social impact on the local communities.

2. Environmental

There are no known environmental impacts.

3. Economic

No funding has been allocated for the purchase of these blocks of land. As there is no certainty of the price, due to the process used, there is a high risk that the cost will have a very long payback period. This is not recommended as a good investment in the current financial situation of Council, as it will worsen the financial position with no material benefit.

Cost of Leases per Annum

| | | |
|------------------------|----------|-------|
| Lease 71470 - Kybeyan | \$504.00 | 19/20 |
| Lease 71484 - Jerangle | \$504.00 | 19/20 |

Estimated Cost of Rates for Land if Owned by Council – Crown land is not rateable and as such an estimate is supplied. (Note: Council's rates income would also increase.)

| | |
|----------|------------------|
| Kybeyan | \$750 to \$950 |
| Jerangle | \$800 to \$1,000 |

Estimated Land Purchase Value

| | |
|----------|---------------------|
| Kybeyan | \$7,500 - \$10,000 |
| Jerangle | \$11,500 - \$15,000 |

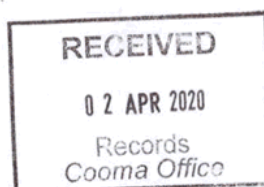
To purchase these parcels of land the rates each year would surpass the yearly lease fee.

4. Civic Leadership

Nil.



Planning,
Industry &
Environment



Our Reference: GB80H2762
Account No.: 71470

PO Box 2185, DANGAR NSW 2309
Phone: 1300 886 235
Fax: (02) 4925 3517
tony.pilon@crowland.nsw.gov.au
www.crowland.nsw.gov.au

Snowy Monaro Regional Council
PO Box 714
COOMA NSW 2630

Dear Leaseholder,

Re: Perpetual Special Lease 71470

In July 2018 the Department of Planning Industry & Environment – Crown Lands (the department) wrote to you regarding changes relating to the conversion of your lease to freehold title as a result of the commencement of the *Crown Land Management Act, 1916* (CLMA).

As previously advised, this is a voluntary process and there is no obligation for you to purchase your lease. Should you choose not to apply, your lease will continue under its current terms and conditions, with the exception of possible changes to the rent you currently pay.

Important changes

1. Your Lease currently has a statutory "right to apply". This right will only be preserved until the 30 June 2020. You must lodge an application to purchase the leased land by the 30 June 2020 to secure your existing "right to apply" to purchase the subject land. The application does not have to be finalised by this date, just lodged for consideration.

If you have not lodged a purchase application by the 30 June 2020 you will not be able to "convert" your lease to freehold. Any requests to purchase the land will become a sales enquiry with the department's sales team. The sales team will then consider a number of matters including whether the department can sell the land directly to you or whether the land must be made available by way of public competition. Please refer to the department's Direct negotiations policy for the sale or lease of Crown land available on www.industry.nsw.gov.au/lands/public/leases-and-sales

2. The department has a number of options available to you to pay off the purchase monies. You may elect to pay the purchase monies within six weeks of the granting of the purchase approval, or alternatively you may elect to pay the purchase monies over a period of up to 20 years at 8% interest, with a minimum annual instalment amount of \$2,500.


Please note, should the purchase price be less than the minimum instalment amount of \$2,500, payment of the purchase monies will be required in full.

Department of Planning, Industry & Environment – Crown Lands
PO Box 2185, DANGAR NSW 2309



If you have any concerns regarding the application process please contact myself on (02) 6883 3304, or at cl.leases@crowmland.nsw.gov.au

Yours Sincerely,

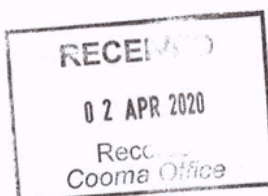


Anthony Pilon
Senior Business Centre Officer, Perpetual Leases
DPIE – Crown Lands, Dubbo Business Centre

30 March 2020



Planning,
Industry &
Environment



Our Reference: GB80H2627
Account No.: 71484

PO Box 2185, DANGAR NSW 2309
Phone: 1300 886 235
Fax: (02) 4925 3517
tony.pilon@crowmland.nsw.gov.au
www.crowmland.nsw.gov.au

Snowy Monaro Regional Council
PO Box 714
COOMA NSW 2630

Dear Leaseholder,

Re: Perpetual Special Lease 71484

In July 2018 the Department of Planning Industry & Environment – Crown Lands (the department) wrote to you regarding changes relating to the conversion of your lease to freehold title as a result of the commencement of the *Crown Land Management Act, 1916* (CLMA).

As previously advised, this is a voluntary process and there is no obligation for you to purchase your lease. Should you choose not to apply, your lease will continue under its current terms and conditions, with the exception of possible changes to the rent you currently pay.

Important changes

1. Your Lease currently has a statutory “right to apply”. This right will only be preserved until the 30 June 2020. You must lodge an application to purchase the leased land by the 30 June 2020 to secure your existing “right to apply” to purchase the subject land. The application does not have to be finalised by this date, just lodged for consideration.

If you have not lodged a purchase application by the 30 June 2020 you will not be able to “convert” your lease to freehold. Any requests to purchase the land will become a sales enquiry with the department’s sales team. The sales team will then consider a number of matters including whether the department can sell the land directly to you or whether the land must be made available by way of public competition. Please refer to the department’s Direct negotiations policy for the sale or lease of Crown land available on www.industry.nsw.gov.au/lands/public/leases-and-sales

2. The department has a number of options available to you to pay off the purchase monies. You may elect to pay the purchase monies within six weeks of the granting of the purchase approval, or alternatively you may elect to pay the purchase monies over a period of up to 20 years at 8% interest, with a minimum annual instalment amount of \$2,500.

Please note, should the purchase price be less than the minimum instalment amount of \$2,500, payment of the purchase monies will be required in full.

Department of Planning, Industry & Environment – Crown Lands
PO Box 2185, DANGAR NSW 2309



If you have any concerns regarding the application process please contact myself on (02) 6883 3304, or at cl.leases@crowmland.nsw.gov.au

Yours Sincerely,



Anthony Pilon
Senior Business Centre Officer, Perpetual Leases
DPIE – Crown Lands, Dubbo Business Centre

30 March 2020

Printed By: **Anthony Pilon**

Tenure Profile

Print Date: **02 Apr 2020**
 Print Time: **10:33:15 AM**

| | | | |
|----------------|---|-------------------------|---------|
| Account | 71470 Special Lease | | |
| Holder | Snowy Monaro Regional Council | | |
| Office | Goulburn | | |
| File | GB80H2762 | Tenure Status | Current |
| Start | 01 Jan 1900 | Financial Status | Current |
| | | Primary Purpose | |

Warning (1,2)

| | | |
|---------------------|---|-------------------------|
| Decc Subdivision Ok | The Minister For The Environment Gave Concurrence For The Removal Of The Subdivision Restriction On This (Former) Lease On 26/09/08 | 26 Sep 2008 |
| Client Enquiry | Active Client Enquiry | 16 Nov 2018 16 Nov 2018 |

Holder (1,7)

| | | |
|-------------|---|-------------|
| PRIMARY | Snowy Monaro Regional Council | 27 Feb 1999 |
| | Address(2,2) | |
| POSTAL | PO Box 714 COOMA NSW 2630 | 20 May 2016 |
| RESIDENTIAL | 81 Commissioner St COOMA NSW 2630 | 20 May 2016 |

Financial Summary

| | | |
|----------------------------------|---------------|--------------|
| Rent (Approved) (Current) | | |
| Amount now payable | \$0.00 | |
| Adjusted Base Annual Rent | \$504.00 | CPI Adjusted |
| Rebate | \$0.00 | |
| Waiver | \$0.00 | |
| Nett Annual Rent | \$504.00 | |

- Determined Base Annual Rent - \$416.00
- No GST is payable on the Rent for this tenure.
- Rent redetermination due on 11 Apr 2014, last determined on 11 Apr 2011, 3 year re-determination period.
- Rent payments due 11 December each year, next due on 11 Dec 2020, primary due date 11 December.

| Summary | Total Due | \$0.00 | | Total Not Yet Due |
|-----------------|-----------|---------------|---------------|-------------------|
| | | Current | Arrears | Not Yet Due |
| Rent / Interest | | \$0.00 | \$0.00 | \$0.00 |
| Principal | | \$0.00 | \$0.00 | \$0.00 |
| Fines | | \$0.00 | \$0.00 | \$0.00 |
| Total | | \$0.00 | \$0.00 | \$0.00 |

Created by Lascon98 on 01 Jan 1900. Last updated by Clid on 12 Dec 2019.
 Authorised by Lascon98 using Unknown Delegation on 01 Jan 1900

Lot (1,1)

| | | |
|-------------------------------|---------|-------------|
| WH 41//750546 | 0a1r16p | 11 Apr 1959 |
|-------------------------------|---------|-------------|

Administrative Boundary (11,11)

| | | |
|-------------------------|-----------------------|-----------|
| Parish | Kybeyan | Beresford |
| County | Beresford | |
| Land District | Cooma | |
| Lands Office | Goulburn | |
| LGA | Snowy Monaro Regional | |
| Aboriginal Land Council | Merrimans | |
| Lls Region | South East | |
| Suburb | Kybeyan | |
| Electorate | Monaro | |
| Federal Electorate | Eden-Monaro | |
| Prior Lands Office | Goulburn | |

| | | | |
|---|----------------|-------------|-------------|
| Clause | | | |
| No data for this item. | | | |
| Description (1,1) | | | |
| Crown land being Lot 41 DP 750546 | | 16 Feb 2010 | |
| Correspondence (0,0) | | | |
| No data for this item. | | | |
| Step Display (0,15) | | | |
| Ad Hoc File Notes | Complete | 16 Nov 2018 | 16 Nov 2018 |
| Ad Hoc File Notes | Complete | 16 Nov 2018 | 16 Nov 2018 |
| Ad Hoc File Notes | Complete | 31 Jan 2019 | 31 Jan 2019 |
| Ad Hoc File Notes | Complete | 04 Feb 2019 | 04 Feb 2019 |
| Ad Hoc File Notes | Complete | 04 Feb 2019 | 04 Feb 2019 |
| Ad Hoc File Notes | Complete | 26 Feb 2019 | 26 Feb 2019 |
| Ad Hoc File Notes | Complete | 20 Jan 2020 | 20 Jan 2020 |
| Ad Hoc File Notes | Complete | 31 Mar 2020 | 31 Mar 2020 |
| Credit Management Action | Complete | 31 Jan 2019 | 26 Feb 2019 |
| Data Correction / Capture Steps | Complete | 08 Jun 1999 | 08 Jun 1999 |
| Name Address Maintenance | Complete | 27 May 2003 | 27 May 2003 |
| Rent Redetermination | Complete | 12 Oct 2003 | 22 Oct 2003 |
| Rent Redetermination | Complete | 11 Oct 2006 | 17 Feb 2010 |
| Rent Redetermination | Complete | 11 Oct 2010 | 14 Dec 2010 |
| Sub Account Maintenance | Complete | 16 Feb 2010 | 16 Feb 2010 |
| Purpose (1,1) | | | |
| Erection Of Buildings | | 01 Jan 1900 | |
| Area (1,1) | | | |
| 1416m2 | TOTAL | 01 Jan 1900 | |
| Reference (3) | | | |
| 17279570046 | HOLDING ID | | |
| GB80H2762 | HOLDING FILE | | |
| SP.L 1957/46 COOMA | HOLDING NUMBER | | |
| Related Account (0,0) | | | |
| No data for this item. | | | |

Printed By: **Anthony Pilon**

Tenure Profile

Print Date: **02 Apr 2020**
 Print Time: **10:34:03 AM**

| | | | |
|----------------|---|-------------------------|---------|
| Account | 71484 Special Lease | | |
| Holder | Snowy Monaro Regional Council | | |
| Office | Goulburn | | |
| File | GB80H2627 | Tenure Status | Current |
| Start | 01 Jan 1900 | Financial Status | Current |
| | | Primary Purpose | |

Warning (0,1)

| | | |
|-----------------------------|-------------|-------------|
| Redetermination In Progress | 30 Nov 1999 | 01 Dec 1999 |
|-----------------------------|-------------|-------------|

Holder (1,7)

| | | |
|-------------|---|-------------|
| PRIMARY | Snowy Monaro Regional Council | 27 Feb 1999 |
| | Address(2,2) | |
| POSTAL | PO Box 714 COOMA NSW 2630 | 20 May 2016 |
| RESIDENTIAL | 81 Commissioner St COOMA NSW 2630 | 20 May 2016 |

Financial Summary

| | | | |
|---|---------------|--------------|--|
| Rent (Approved) (Current) | | | |
| Amount now payable | \$0.00 | | |
| Adjusted Base Annual Rent | \$504.00 | CPI Adjusted | |
| Rebate | \$0.00 | | |
| Waiver | \$0.00 | | |
| Nett Annual Rent | \$504.00 | | |
| <ul style="list-style-type: none"> • Determined Base Annual Rent - \$408.00 • No GST is payable on the Rent for this tenure. • Rent redetermination due on 11 Dec 2012, last determined on 16 Feb 2010, 3 year re-determination period. • Rent payments due 11 December each year, next due on 11 Dec 2020, primary due date 11 December. | | | |

| Summary | Total Due | \$0.00 | Total Not Yet Due |
|-----------------|---------------|---------------|-------------------|
| | | Current | Arrears |
| Rent / Interest | \$0.00 | \$0.00 | Not Yet Due |
| Principal | \$0.00 | \$0.00 | \$0.00 |
| Fines | \$0.00 | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 |

Created by Lascon98 on 01 Jan 1900. Last updated by Clid on 12 Dec 2019.
 Authorised by Lascon98 using Unknown Delegation on 01 Jan 1900

Lot (1,1)

| | | |
|-------------------------------|--------|-------------|
| WH 52//750558 | 6854m2 | 01 Jan 1960 |
|-------------------------------|--------|-------------|

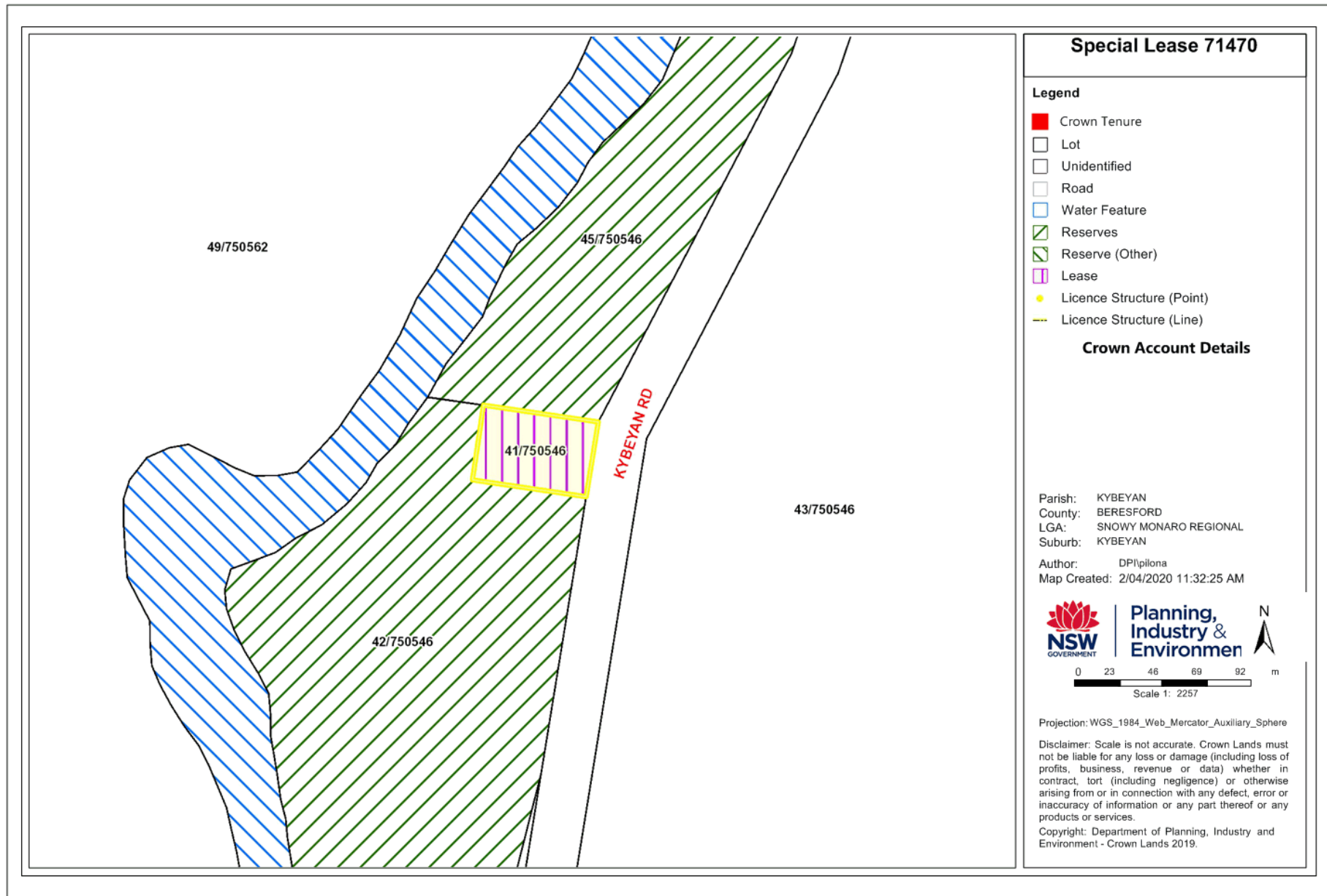
Administrative Boundary (11,11)

| | | |
|-------------------------|-----------------------|-----------|
| Parish | Rowland | Beresford |
| County | Beresford | |
| Land District | Cooma | |
| Lands Office | Goulburn | |
| LGA | Snowy Monaro Regional | |
| Aboriginal Land Council | Bodalla | |
| Lls Region | South East | |
| Suburb | Jerangle | |
| Electorate | Monaro | |
| Federal Electorate | Eden-Monaro | |
| Prior Lands Office | Goulburn | |

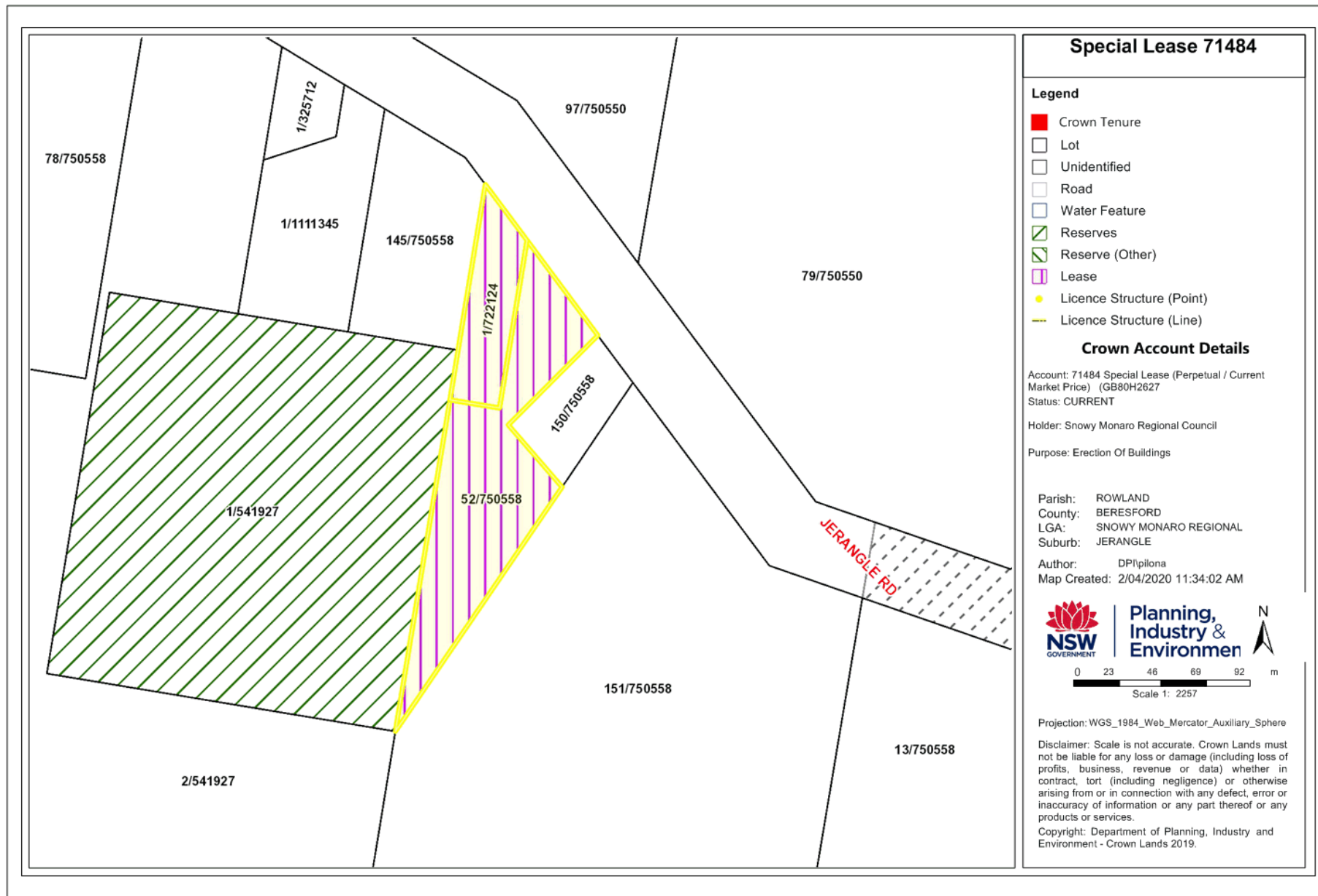
Clause

No data for this item.

| | | | |
|---|----------------|-------------|-------------|
| Description (1,1) | | | |
| Crown land being Lot 52 DP 750558 | | 16 Feb 2010 | |
| Correspondence (0,0) | | | |
| No data for this item. | | | |
| Step Display (0,17) | | | |
| Ad Hoc File Notes | Complete | 31 Jan 2019 | 31 Jan 2019 |
| Ad Hoc File Notes | Complete | 04 Feb 2019 | 04 Feb 2019 |
| Ad Hoc File Notes | Complete | 04 Feb 2019 | 04 Feb 2019 |
| Ad Hoc File Notes | Complete | 26 Feb 2019 | 26 Feb 2019 |
| Ad Hoc File Notes | Complete | 20 Jan 2020 | 20 Jan 2020 |
| Ad Hoc File Notes | Complete | 14 Feb 2020 | 14 Feb 2020 |
| Ad Hoc File Notes | Complete | 31 Mar 2020 | 31 Mar 2020 |
| Bulk Generate Rent Re-Determination Templates | Complete | 17 Oct 2019 | 17 Oct 2019 |
| Credit Management Action | Complete | 31 Jan 2019 | 26 Feb 2019 |
| Data Correction / Capture Steps | Complete | 21 Jun 1999 | 21 Jun 1999 |
| Miscellaneous Journals | Complete | 15 Jan 2013 | 15 Jan 2013 |
| Name Address Maintenance | Complete | 27 May 2003 | 27 May 2003 |
| Rent Redetermination | Complete | 30 Nov 1999 | 01 Dec 1999 |
| Rent Redetermination | Complete | 01 Jul 2004 | 09 Dec 2004 |
| Rent Redetermination | Complete | 01 Jul 2007 | 17 Feb 2010 |
| Sub Account Maintenance | Complete | 30 Nov 1999 | 30 Nov 1999 |
| Sub Account Maintenance | Complete | 10 Sep 2010 | 13 Sep 2010 |
| Purpose (1,1) | | | |
| Erection Of Buildings | | 01 Jan 1900 | |
| Area (1,1) | | | |
| 6854m2 | TOTAL | 01 Jan 1900 | |
| Reference (3) | | | |
| 17279590024 | HOLDING ID | | |
| GB80H2627 | HOLDING FILE | | |
| SP.L 1959/24 COOMA | HOLDING NUMBER | | |
| Related Account (0,0) | | | |
| No data for this item. | | | |



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9.1.2 JERRARA DRIVE IMPROVEMENT OPTIONS STUDY

Record No:

| | |
|-----------------------------------|--|
| Responsible Officer: | Chief Strategy Officer |
| Author: | Project Manager |
| Key Theme: | 1. Community Outcomes |
| CSP Community Strategy: | 3.1 Develop, maintain and promote safe spaces and facilities that are enabling, accessible and inclusive for all |
| Delivery Program Objectives: | 3.1.1 Public and community spaces are regulated and managed to be safe and equitable for all abilities |
| Attachments: | 1. Jerrara Drive Safety Improvement Options Study |
| Cost Centre | PJ100154 |
| Project | Jerrara Drive Improvement Options Study |
| Further Operational Plan Actions: | Nil |

EXECUTIVE SUMMARY

The options study for improvements in the Jerrara Drive area has been completed. The study includes 36 recommendations for improvements, valued at \$2.6million.

Council needs to consider whether they support the recommended actions in-principle. If so, they will be forwarded to the Local Traffic Committee for technical advice and recommendations will return to the Council through the committee minutes.

At this stage funding has only been allocated to undertake the study. The projects accepted will then move onto the next stage of project development, which is prioritising and identifying funding options, such as grant funds.

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

OFFICER'S RECOMMENDATION

That Council refer the Jerrara Drive Road Safety Review to the Local Traffic Committee for technical review and comment.

BACKGROUND

Snowy Monaro Regional Council engaged Footprint (NSW) Pty. Ltd. to undertake a review of road safety and pedestrian linkages at Jerrara Drive, East Jindabyne. The project management team and consultant liaised with local residents of East Jindabyne in November 2019 to obtain first hand input and suggestions to be included in this report.

The purpose of the review was to identify potential road and pedestrian safety risks, describe potential improvement options and identify options for improved connectivity to the lake foreshore.

The report includes a number recommendations relating to traffic management. Under Council's delegated authority from Transport for NSW, Council is required to obtain the advice of Transport for NSW and the Police prior to proceeding with any proposal for various types of prescribed traffic control devices and traffic control facilities. This is achieved through referral to the Local Traffic Committee.

At this stage Council needs to consider whether to refer all of the recommendations for consideration of the Local Traffic Committee. It is considered that all of the recommended actions have merit and will improve the safety and connectivity within the area.

Once the Local Traffic Committee has provided its advice the recommendations of the committee will return to the Council. Where projects are supported they will be incorporated within the listing of future works for prioritisation as well as seeking grant funding.

A number of small operational recommendations are included in the report. These have been actioned as follows as they do not need any approvals:

Kunama Drive intersection:

R9) Repaint line marking at intersection (TF/Holding line) and BB line up Kunama Drive (minimum 10m): Winter is not a recommended time for line marking activities so this work will be scheduled into the 2020/2021 line marking contract.

R10) Trim existing vegetation at intersection to improve visibility of give way sign and to improve sight distance at intersection: Vegetation work at intersections will be scheduled for spring 2020.

Old Kosciusko Road Intersection:

R14) Remove gravel from intersection by mechanical brooming or similar: The street sweeper will be tasked to remove the gravel at the intersection.

Rushes Bay Avenue Intersection:

R18) Repaint line marking at intersection (TF/Holding line) and BB line Down Rushes Bay Avenue (existing extent): Winter is not a recommended time for line marking activities so this work will be scheduled into the 2020/2021 line marking contract.

R19) Replace missing stop sign of left-hand side of intersection: The missing sign will be replaced before the end of June 2020.

R21) Trim existing vegetation on left hand approach to intersection to improve visibility of give way sign and to improve sight distance at intersection: Vegetation work at intersections will be scheduled for spring 2020.

R22) Lower existing manhole cover to match existing surface levels on shoulder: This will be tasked for when staff are working in the area.

Camira Avenue Intersection:

R23) Trim existing vegetation to improve sight distances at the intersection: Vegetation work at intersections will be scheduled for spring 2020.

Pedestrian Safety and Access:

R32) Conduct a traffic speed assessment at two locations on Jerrara Drive by way of a 24 hour, 7 day tube count to determine whether vehicle speeds are in excess of posted limits and/or appropriate for the existing (or proposed) road environment. It is recommended that such counts be conducted during winter in order to assess traffic speeds associated with high visitation numbers: Traffic counters will be installed on Jerrara Drive for a period during this winter season to gather data to allow .

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Improvements to traffic and pedestrian safety will provide a positive social outcome.

2. Environmental

Nil.

3. Economic

Nil.

4. Civic Leadership

The project is one aspect of the Stronger Communities Fund Major Projects Program adopted by Council.




Jerrara Drive, East Jindabyne

Road Safety Review

Project No. 1906
Date: 12 February 2020

Prepared for: Snowy Monaro Regional
Council

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APPENDIX F

PTC Traffic Report

1.0 INTRODUCTION

Snowy Monaro Regional Council has engaged Footprint (NSW) Pty. Ltd. to undertake a review of road safety and pedestrian linkages at Jerrara Road, East Jindabyne.

The primary purpose of the review is to identify potential road and pedestrian safety risks and describe potential improvement options to address any risks identified.

Further, there is currently limited connectivity to the lake foreshore and options to improve this connectivity are to be considered.

1.1. Safety Review Methodology

The following methodology was adopted for undertaking the review of road safety:

- A desktop review was undertaken using Six Maps aerial photography
- A day-time audit was carried out on 18 August 2019
- A night-time audit was undertaken on 23 August 2019

Traffic consultants PTC were also engaged to undertake a review of road safety for the Kosciuszko Road intersection. Their methodology included:

- A desktop review using Nearmap/Six Maps aerial photography.
- A day time and night time audit was carried out on Friday 23 August 2019.
- Conducting and reviewing traffic counts
- Reviewing and analysing available traffic accident history.

A copy of the PTC report is included in Appendix F

2.0 DESCRIPTION OF EXISTING ROAD ENVIRONMENT

Jerrara Drive is the major collector for East Jindabyne and serves as the only exit point for the suburb. In total Jerrara Drive (at Kosciuszko Road) services approximately 250 residential dwellings, a motel and several guest houses and lodges.

Interpolation of traffic surveys undertaken by ptc (Road Safety Review, Kosciuszko Road/Jerrara Drive, East Jindabyne, September 2019) Jerrara Drive carries average daily traffic volumes of around 1600 vehicles per day, with peak volumes of up to 200 vehicles per hour (refer to Figure 1 below).

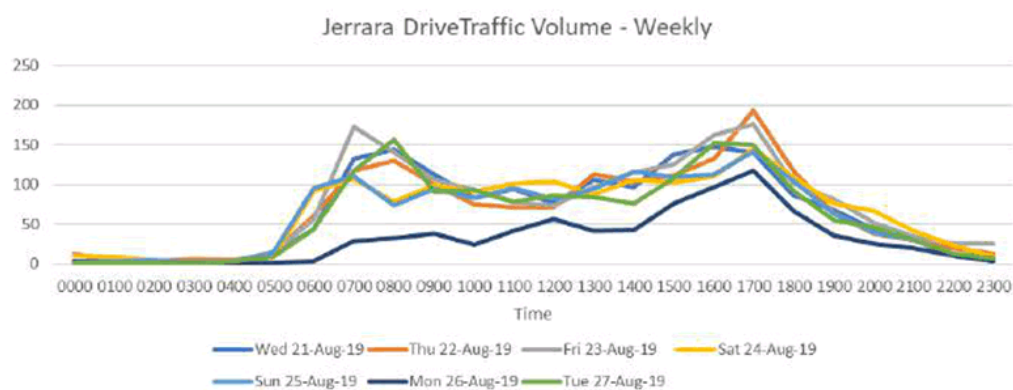


Figure 1: Jerrara Drive Weekly Traffic Volumes (ptc, September 2019)

Road carriageway widths along the road vary between 5.2m and 8.5m, with road widths of less than 6.0m for most of the length between Acacia Place and Camira Avenue. As shown in Figure 2 in Appendix A.

The road cross section is typical of a rural residential subdivision which consists of a sealed carriageway and roadside table drains, except for areas of recent development between Old Kosciuszko Road and Acacia Place, where kerb and gutter exists as shown in Figure 2 in Appendix A.

Except for an existing concrete footpath constructed as part of the recent development on the eastern side of Jerrara Drive, south of Acacia Place, there is no other formal footpath within the estate. The approximate extent of existing footpath is shown on Figure 1 in Appendix D.

Due to the existing topography the road formation has typically been benched into the land with a cut batter on the eastern side of the road and a fill batter on the western (lake) side.

The road speed limit is 50 kph which is typical for built-up urban areas.

3.0 COMMUNITY CONSULTATION

A community consultation session was held with members of the East Jindabyne Residents Committee (JERC) on 13 November 2019 at 6pm and was attended by Footprint Director and Principal Engineer, Ashley Bond along with Snowy Monaro Regional Council's Mark Wiggins (Project Manager) and Alannah Dickeson (Recreation Planner).

The purpose of the session was to provide residents with the opportunity to raise road and pedestrian safety and drainage/flooding issues in order to obtain a better understanding of the range of potential issues and therefore develop strategies to help ameliorate these issues.

Minutes of the meeting as provided by the JERC are included in Appendix B, whilst a summary of the issues raised from these minutes and notes taken during the session are provided below:

- The overriding concern is safety with only minor drainage issues at several locations
- Safety of pedestrians is a significant concern due to lack of footpaths and therefore pedestrians are forced to walk on the road, including school children, families with pushers, dog walkers etc.
- Existing footpaths are very limited and what is present is fragmented as a result of recent land development requiring their construction.
- Opportunity exists to utilise existing walkways between Jerra Drive and the Kanagara Crescent and Camira Avenue cul-de-sacs.
- The school bus stops on the road as there are no pull overs. Bus stops are required with parking for parents. Footpath connectivity required to each bus stop location. Kunama Drive and Rushes Bay Avenue intersections are problem areas.
- Rushes Bay Avenue, Kunama Drive and Camira Avenue are all a problem due to lack of sightlines, lack of stop signs, approach angles, widths and speed of traffic.
- Issues at the The Kunama Drive intersection include traffic volumes, loose gravel, lack of centreline marking and presence of a hydrant marker which can be perceived as a centreline mark.
- The Camira Avenue intersection is dangerous as it is steep, blind and often used as a turn-around point.
- Vehicle speeds are perceived to be a problem and the narrow roads, lack of footpaths, blind driveways create safety concerns. There is also a perceived disregard of speed limits. Traffic calming measures were suggested to help address vehicle speeds.



- All traffic from East Jindabyne must exit via Jerrara Drive onto Kosciuszko Road. Consideration needs to be given to a second exit, perhaps to Rainbow Drive, to reduce volumes at the existing Kosciuszko Road intersection and to provide an alternate exit during a fire. It is noted that whilst Footprint supports in principal the provision of a secondary exit for East Jindabyne the investigation of such is beyond the scope of this project and is understood to be under consideration through the 'Go Jindabyne' initiative.
- There is limited connectivity with the Lake Jindabyne foreshore for pedestrians and vehicles.
- Beautification in the area is not being conducted by Council despite developer contributions/rates.
- The demand for on-road parking is high, particularly in winter due to high occupancy rates during winter, and there is not much room given the narrow street and steep verges.
- Street lighting is limited although residents would favour solutions which do not spoil the dark sky favoured by the residents.

4.0 SAFETY REVIEW FINDINGS

The road safety review findings are presented in the following table:

Table 1: Road Safety Review Findings

| Ref | Location | Findings and Recommendations |
|-----|------------------------------|---|
| 1 | Kosciuszko Road Intersection | <p>Site Visit Findings:</p> <ul style="list-style-type: none"> • Currently the right turn treatment on Kosciuszko Road is in the form of a Channelised Right Turn (CHR). During the site visit, it was observed that due to the heavy traffic volume (in particular during recreational season) along Kosciuszko Road, the right turn traffic from Jerrara Drive experience delays. Therefore, vehicles trying to turn right from Jerrara Drive into southbound Kosciuszko Road, stayed or crawled within the central chevron marking area and gave way to the southbound through traffic, until a gap occurred. The length of the chevron marking is approx. 80 metres, prior to the commencement of the southbound overtaking lane, which is insufficient to allow vehicles to accelerate to 100km/h within the chevron marking area. The potential result is for accelerating vehicles to travel along in the chevron area and into the opposing overtaking lane if unable to merge into the southbound lane, which could lead to a head-on crash. • Due to the crest to the southern approach of the intersection, the sight distance for vehicles turning left from Jerrara Drive into the northbound traffic of Kosciuszko Road is restricted. The sight distance for a driver at Jerrara Drive is approximately 170m, which is equivalent to approximately 6 seconds headway for speeds up to 100km/h. In accordance with the Austroads Guide to Road Design Part 4A, the minimum safe intersection sight distance for a 100km/h environment is 234m. Vehicles turning left from Jerrara Drive do not have sufficient distance to accelerate to 100km/h safely, which may lead to a head-on crash. • A pair of 50km/h speed limit signs and end 50km/h area signs are installed on Jerrara Drive approximately 130m away from the intersection (near Kunama Drive). Drivers may accelerate over the 50km/h speed limit in this section. • The current CHR(s) right turn treatment from Kosciuszko Road into Jerrara Drive does not satisfy minimum Austroads requirements based on intersection counts undertaken as part of the study. Traffic volume indicate the intersection warrants a full CHR turn treatment rather than the current CHR(s) treatment. The under-design of the intersection may lead to increased likelihood of accidents. |

Recommendations

- R1) Upgrade existing intersection to incorporate seagull intersection treatment with the acceleration lane integrated with the overtaking lane. A marked triangle median island should be installed to prevent southbound through traffic from starting an overtaking manoeuvre with the right turn bay prior to the intersection. A preliminary concept design of the recommended intersection treatment is included in Drawing 1906-SK02 in Appendix C.



(Image is extracted from LiDAR Scanning pointcloud)

Figure 2: Existing Chevron Marking currently used as an informal acceleration lane for southbound vehicles - exiting Jerrara Drive



Figure 3: Example of seagull treatment with acceleration lane integrated with overtaking lane (Picton Road/Pembroke Parade, Wilton, NSW)

- R2) Due to the bridge on the northern side of the intersection, providing an acceleration lane for the left turn movement would be difficult to achieve. In the context of no crashes being recorded at the intersection in the past 5 years, it is recommended to install a 'side road on straight' sign (W2-4) for the northbound traffic on Kosciuszko Road approaching Jerrara Drive.



Figure 4: Side Road on Straight (W2-4) sign

- R3) Relocate the pair of 50km/h speed limit signs and end 50km/h area signs closer to the intersection (while avoiding obstruction by trees).
- R4) The t-intersection straight sign (W2-3) is recommended on Jerrara Drive approaching the intersection in order to warn drivers to slow down when approaching the t-intersection.

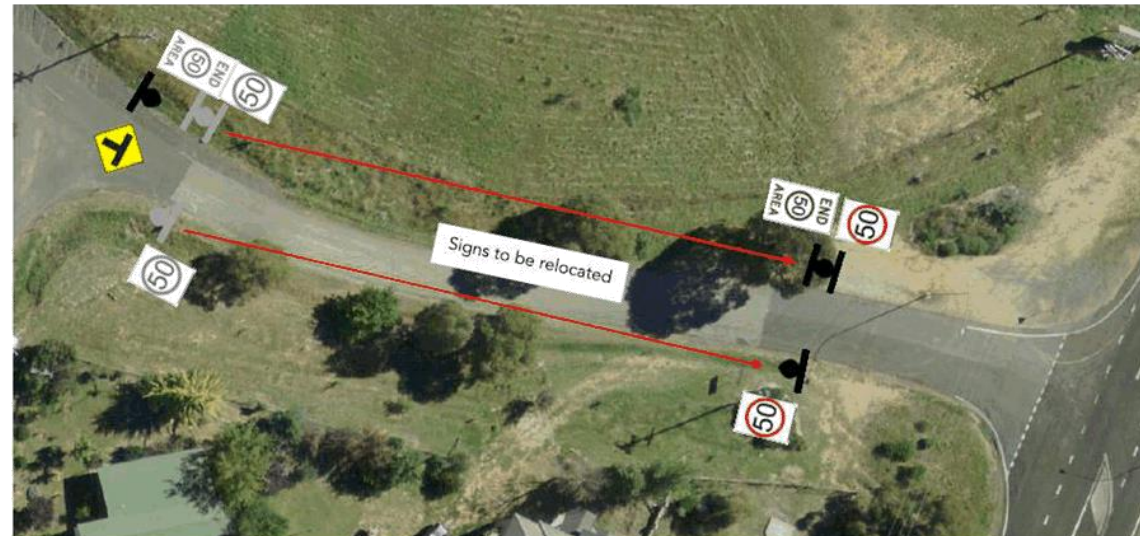





Figure 5: Recommended relocation of speed signs

| | | |
|---|---------------------------------|--|
| | | R5) Investigate the opportunity to upgrade the intersection to a full right turn treatment (CHR) |
| 2 | Kosciuszko Road to Kunama Drive | <p>Site Visit Findings:</p> <ul style="list-style-type: none"> The in-bound school bus was observed stopping mid-way between Kosciuszko Road and Kunama Drive partially blocking the road. Parents and carers (primarily from Kunama Drive) were observed parking their cars on the northern (opposite) side of Jerrara Drive close to the Kosciuszko Road intersection where a large gravel area exists and crossing the road in order to place their children onto the bus. One vehicle was observed parking on the shoulder directly opposite the bus creating further potential obstruction to traffic flow and safety. The out-bound school bus was observed stopping close to the Kosciuszko Road intersection within the road carriageway. It appears this stop was to collect children whom may have missed the in-bound pickup. <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>In-bound Bus Stop</p> </div> <div style="text-align: center;">  <p>In-bound Bus Stop</p> </div> <div style="text-align: center;">  <p>Out-bound Bus Stop</p> </div> </div> <p>Recommendations – Short Term:</p> <p>R6) Construct gravel bus bay on the northern (outbound) side of Jerrara Drive between Kunama Drive and Kosciuszko Road adjacent to the existing informal gravel parking area, typically as depicted in Figure 6. This will allow the school bus to pull completely off the roadway and be separated from through traffic.</p> |

| | |
|--|---|
| | <p>R7) To discourage both the school bus and parents from stopping on the southern (in-bound) side of Jerrara Drive install "No Stopping" signs on the southern side between Kunama Drive and Kosciuszko Road. Also install "No Stopping" signs on the northern side between Kunama Drive and the start of the bus bay to prevent parents parking on the road carriageway in this location.</p> <p>Further information and advice regarding school bus stops can be found in the Transport for NSW publication "Guide to Appointed School Bus Stops" (https://roadsafety.transport.nsw.gov.au/downloads/appointed-school-bus-stop-guide.pdf).</p> |
|--|---|



Figure 6: Preliminary Concept for Bus Bay between Kunama Drive and Kosciuszko Road

| | | |
|---|---------------------------|---|
| | | <p>Recommendations – Long Term:</p> <p>R8) Upgrade recommended short term bus stop to provide a formal bus bay complete with a small dedicated car/parking drop off area (6-8 vehicles) for parents and carers dropping off their children to the bus, and bus shelter to provide shelter against the elements for carers and children waiting for the bus.</p> <p>The bus bay, parking area and bus shelter can be integrated with the proposed upgrades to the Kunama Drive intersection as depicted in the preliminary concept drawing in below.</p> |
| 2 | Kunama Drive Intersection | <p>Site Visit Findings:</p> <ul style="list-style-type: none"> • The existing intersection line marking is faded and barely visible • The existing give way sign on the approach to Jerrara Drive is obstructed by vegetation • There is no street lighting at the intersection making observation of the intersection difficult at night. Street lighting currently ceases approximately 100m south up Kunama Drive. Further, there is no sight board opposite the intersection to enhance visualisation of the intersection. • Existing sight lines to the west are currently obstructed by vegetation. • Due to recently constructed and currently approved/proposed residential subdivisions in Kunama Drive (approximately 60 lots with high potential for dual occupancy) traffic using the existing intersection will increase significantly placing further stress on the intersection with the potential for an increase in vehicle conflict and longer vehicle delays for those vehicles turning right out of Kunama Drive. |



Faded line marking and obscured Give Way sign



Obscured sight distance



Intersection at night under low beam headlights

Recommendations – Short Term:

- R9) Repaint line marking at intersection (TF/Holding line) and BB line up Kunama Drive (minimum 10m) and add new double barrier (BB) line in Jerrara Drive for minimum 20m either side of intersection to better define road centreline.
- R10) Trim existing vegetation at intersection to improve visibility of give way sign and to improve sight distance at intersection.
- R11) Install bidirectional hazard marker (D4-2-1) opposite Kunama Drive to improve night-time visibility, particularly in adverse weather conditions.
- R12) Install streetlights on existing power pole opposite Kunama Drive and first pole on eastern side up Kunama Drive (to provide connectivity with existing street lighting network).

Recommendations – Long Term:

R13) Construct a roundabout at the intersection generally in accordance with the Preliminary Concept Design depicted in Figure 7 and incorporating the bus bay and car parking area recommended in Recommendation 8) and the Pedestrian Refuge recommended in 14). Construction of the facility depicted would necessitate the acquisition of privately owned land to the immediate north of Jerrara Drive. The central island could include a low maintenance landscape element to provide beautification on entry to East Jindabyne. A preliminary concept design of the recommended intersection treatment is included in Drawing 1906-SK01 in Appendix C.

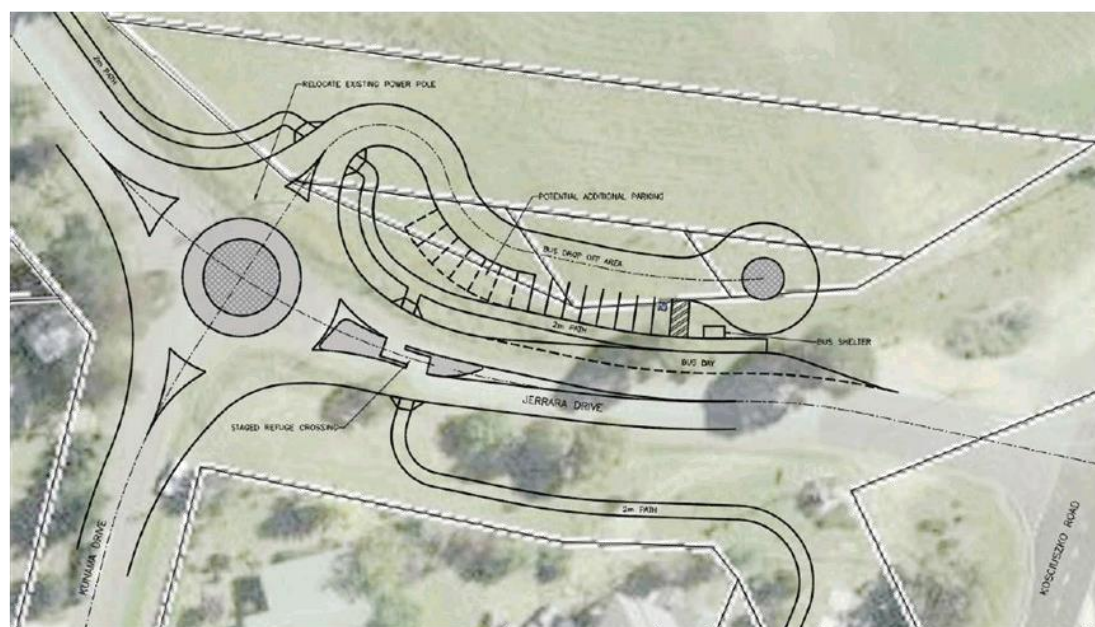




Figure 7: Recommended Long Term Upgrades to Jerrara Drive and Kunama Drive Intersection Precinct

| | | |
|---|----------------------------------|--|
| 3 | Old Kosciuszko Road Intersection | <p>Site Visit Findings:</p> <ul style="list-style-type: none"> • Loose gravel is present on the approach to the intersection of Jerrara Drive which may decrease braking efficiency of vehicles. The gravel appears to be excess gravel for recent resealing operations undertaken with upgrade of the intersection associated with the adjacent residential development. • The intersection has poor geometry and encourages high speeds on left in, right out movements. <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Presence of loose gravel at intersection</p> </div> <div style="text-align: center;">  <p>Existing acute intersection geometry</p> </div> </div> <p>Recommendations – Short Term:</p> <p>R14) Remove gravel from intersection by mechanical brooming or similar.</p> <p>R15) A kerb return should be introduced on the south-western corner of the intersection in order to reduce the width and 'square' up the intersection with Jerrara Drive and thereby reducing the potential for high traffic speeds through the intersection. A double barrier line, complete with holding line should also be installed on the approach to discourage drivers exiting Old Kosciuszko Road and heading south to cut across the intersection.</p> |
|---|----------------------------------|--|

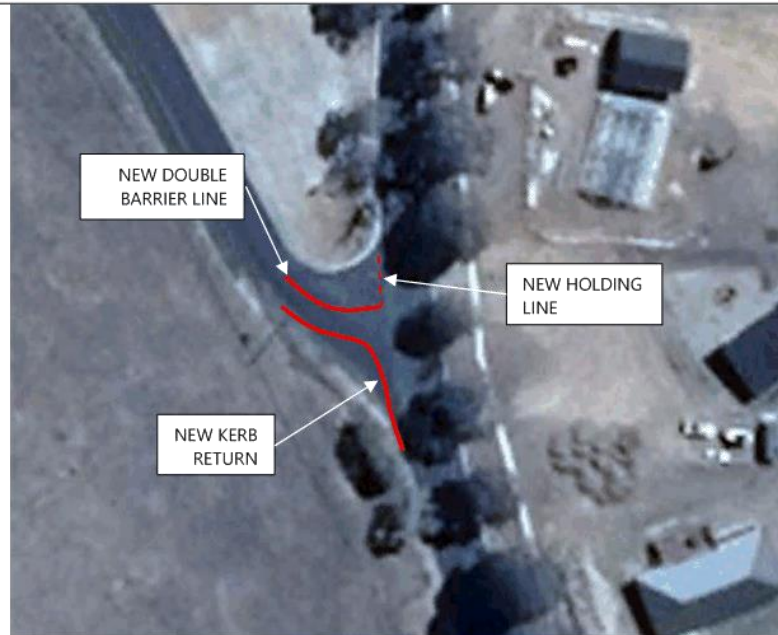







Figure 8: Sketch plan of recommended improvement to intersection geometry

Recommendations – Long Term:

R16) Subject to future proposed residential development in Old Kosciuszko Road (i.e. Lots 29 & 30, DP236875) utilising this intersection then further upgrades to the intersection will likely be required and should be in accordance with recommendations contained in any traffic impact assessment undertaken by the developer of that land. Preference should be given to an intersection treatment that assists with the control of speed in Jerrara Drive (i.e. roundabout).

| | | |
|---|--------------------------------------|--|
| 4 | Jerrara Drive, south of Acacia Place | <p>Site Visit Findings:</p> <ul style="list-style-type: none">• Southbound school bus was observed stopping at the kerb immediately south of Acacia Place to collect passengers. Whilst the bus was pulled over at the kerb line the bus obstructed southbound traffic due to the narrow width of the carriageway at this location (6.7m) effectively forcing southbound traffic into the oncoming traffic lane. Further a bus stopping in this location obstructs sight distance for vehicles exiting from Acacia Place. <div data-bbox="568 547 974 852"></div> <p data-bbox="602 866 936 895">Bus stopped obstructing traffic</p> <div data-bbox="994 547 1400 852"></div> <p data-bbox="1084 866 1308 927">Existing verge at bus stop location</p> <p>Recommendations:</p> <p>R17) Construct a dedicated bus bay on the western side of the road such that the school bus can be separated from through traffic. The Transport for NSW publication "Guide to Appointed School Bus Stops" recommends that bus stops be located 50m on the departure side of intersections as this generally allows for a balance between improved sight distance and walking distance from a side road. This is not possible at this location as it would place the bus stop at the existing watercourse, however the bus stop should be located as far south from Acacia Place as possible to maximise sight distances.</p> |
|---|--------------------------------------|--|

| | | |
|---|--------------------------------|---|
| 5 | Rushes Bay Avenue Intersection | <p>Site Visit Findings:</p> <ul style="list-style-type: none"> • The existing intersection line marking is faded and barely visible • The existing stop sign on the left-hand side on the approach to Jerrara Drive is missing and would be obstructed by existing vegetation. • The existing stop sign on the right-hand side on the approach to Jerrara Drive is located outside the existing edge of bitumen, well to the right of the holding line given the presence of a kerb blister. • A raised sewer manhole exists in the left-hand shoulder on Jerrara Drive directly opposite the intersection and may present a hazard for vehicles passing a right turning vehicle entering Rushes Bay Avenue. <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p>Faded line marking and location of stop sign</p> </div> <div style="text-align: center;">  <p>Missing stop sign</p> </div> <div style="text-align: center;">  <p>Raised manhole cover in shoulder</p> </div> </div> <p>Recommendations:</p> <p>R18) Repaint line marking at intersection (TF/Holding line) and BB line Down Rushes Bay Avenue (existing extent).</p> <p>R19) Replace missing stop sign of left-hand side of intersection</p> <p>R20) Relocate existing stop sign on right-hand side of intersection to within kerb blister at approximate location of outer most chevron sign (could possibly be co-located with chevron sign)</p> <p>R21) Trim existing vegetation on left hand approach to intersection to improve visibility of give way sign and to improve sight distance at intersection</p> <p>R22) Lower existing manhole cover to match existing surface levels on shoulder.</p> |
|---|--------------------------------|---|




| | | |
|---|----------------------------|---|
| 6 | Camira Avenue Intersection | <p>Site Visit Findings:</p> <ul style="list-style-type: none"> Existing vegetation at the intersection obscures sight distances The give way sign in Jerrara Drive is located too far away from the intersection The predominate traffic flow at the intersection would be Jerrara Drive into Camira Avenue (south) and vice versa due to the number of properties gaining access from the southern leg of Camira Avenue (17) versus those gaining access off the northern leg (5). <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p>Existing vegetation obstructing sight distance</p> </div> <div style="text-align: center;">  <p>Existing vegetation obstructing sight distance</p> </div> <div style="text-align: center;">  <p>Give way sign located too far from intersection</p> </div> </div> <p>Recommendations:</p> <p>R23) Trim existing vegetation to improve sight distances at the intersection</p> <p>R24) Change priority of existing intersection by relocating give way sign from Jerrara Drive to the northern leg of Camira Avenue and application of line marking, including addition of double barrier line marking and edge lines to define travel paths on the through leg on the intersection and a holding line in Camira Avenue (southern leg) as shown below.</p> |
|---|----------------------------|---|



Figure 9: Sketch Plan of suggested layout of Jerrara Drive and Camira Avenue Intersection

| | | |
|---|------------------------------|---|
| 7 | Pedestrian Safety and Access | <p>Site Visit Findings:</p> <ul style="list-style-type: none"> Existing footpath within the Jerrara Drive precinct of East Jindabyne is limited to that section between No's 59 and 69 Jerrara Drive which appears to have been constructed as part of a requirement for the subdivision approval of those properties (along with kerb and gutter over the same extent). The southern end of this existing 1.2m wide concrete footpath currently terminates at the eastern boundary of No. 66 Jerrara Drive (Lot 1 DP1231503) on the existing road embankment approximately 1 metre below the road level. Pedestrians using the path would be required to walk up the earth embankment to continue their journey along the road carriageway. <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Existing path termination (looking south-east towards Kosciuszko Road)</p> </div> <div style="text-align: center;">  <p>Existing path termination (looking north-west towards Old Kosciuszko Road)</p> </div> </div> <ul style="list-style-type: none"> The northern end of this existing 1.2m wide concrete footpath currently terminates at the northern boundary of No. 69 Jerrara Drive (Lot 6 DP1231503). Approximately 25m north of the terminal end of the path Jerrara Drive crosses a piped watercourse and the road shoulder is too narrow to support pedestrian movements forcing pedestrians onto the road carriageway leading to a potential conflict with vehicles. |
|---|------------------------------|---|



Existing path termination
(looking south)



Shoulder constriction at existing
culvert (looking north)

- The lack of footpath along Jerrara Drive forces pedestrians to walk on the sealed road carriageway which varies between 5.2m and 6.0m thereby creating potential conflict with vehicles and significantly increasing the risk of pedestrians.



Typical Examples of Narrow Road Carriageways and Lack of Footpath, Jerrara Drive – Acacia Place to Boronga Street

- Several pedestrian linkages exist linking the cul-de-sacs of Kanangra Crescent and Camira Drive with Jerrara Drive. These pedestrian linkages are currently unformed and the entrances largely obscured by vegetation or other obstructions. There is however evidence, by way of narrow worn tracks, of some usage of these linkages. The Camira Avenue linkage has a steep section at the eastern (Camira Avenue) end which would necessitate the construction of stairs, whilst the northern end of the Kanangra Crescent linkage currently scarfs the existing Jerrara Drive batter.



Existing Camira Avenue linkage
looking uphill from Jerrara
Drive



Existing Camira Avenue linkage
looking downhill from Camira
Avenue



Existing Camira Avenue linkage
looking uphill from just below
Camira Avenue



Existing Kanangra Crescent linkage looking downhill from Kanangra Crescent




Existing Kanangra Crescent linkage looking downhill from approximately mid-way



Existing Kanangra Crescent linkage looking uphill from Jerrara Avenue.

- Vehicle speeds are perceived to be a problem by residents and in combination with the narrow roads, lack of footpaths and blind driveways create safety concerns. There is also a perceived disregard of speed limits. Traffic calming measures were suggested by the residents to help address vehicle speeds. It should be noted that traffic calming measures are generally not appropriate for bus routes as they result in unnecessary impediment to buses. Further, the construction of footpaths would also likely reduce the potential for conflict between vehicles and pedestrians

| | | |
|--|--|--|
| | | <p>Recommendations:</p> <p>R25) Widen the existing footpath to a minimum of 2.0m wide to create a shared pathway</p> <p>R26) Construct a new minimum 2.0m wide shared pathway from the southern end of the existing footpath along Jerrara Drive to meet with the proposed future shared path along Kosciuszko Road. Ideally this path should extend along the northern side of Jerrara Drive to the intersection of Kunama Drive and incorporate a refuge island crossing of Jerrara Drive before extending to Kosciuszko Road on the southern side of Jerrara Drive. Refer to Figure 7 for preliminary concept design of recommended refuge island incorporated into the proposed Kunama Drive intersection upgrade.</p> <p>R27) Extend the existing 2 cell 1650mm diameter piped culvert crossing at 6 Acacia Place approximately 2.4m (one additional pipe length) in the upstream (east) direction and construct a new concrete headwall, complete with galvanised safety rail.</p> <p>R28) Construct a new minimum 2.0m wide shared pathway from the northern end of the existing footpath north along the western side of Jerrara Drive to approximately 50m beyond Acacia Place to link with recommended lake foreshore connection (see below).</p> <p>R29) Construct new min 1.2m wide concrete footpath from approximately 50m north of Acacia Place (see 28) above) to the intersection of Rushes Bay Avenue in order to separate pedestrians from road users and provide pedestrian connectivity to the existing school bus stop located at the RFS shed near the intersection of Kanangra Avenue. This path would likely be located on the eastern (high) side of the road due to existing constraints on the western (low) side however would likely interfere with the existing roadside table drain in many locations due to the narrowness of the existing verge. It is therefore likely that the construction of the path would also necessitate the construction of kerb and gutter and underground drainage to manage stormwater runoff. Several driveways may also need to be regraded in order to provide for satisfactory footpath crossfalls.</p> <p>R30) Formalise the existing pedestrian linkage between Camira Avenue and Jerrara Drive through the clearing of vegetation and the construction of a minimum 1.2m wide concrete path and stairs (where required). Erect 'pathway' directional signs at each end of the path to delineate the entrance to the pathway.</p> <p>R31) Formalise the existing pedestrian linkage between Kanangra Avenue and Jerrara Drive through the clearing of vegetation and the construction of a minimum 1.2m wide concrete path. Erect 'pathway' directional signs at each end of the path to delineate the entrance to the pathway.</p> |
|--|--|--|

| | | |
|--|--|---|
| | | <p data-bbox="1093 368 1335 624"></p> <p data-bbox="1039 639 1388 667">Typical example of pathway sign</p> <p data-bbox="528 703 1877 826">R32) Conduct a traffic speed assessment at two locations on Jerrara Drive by way of a 24 hour, 7 day tube count to determine whether vehicle speeds are in excess of posted limits and/or appropriate for the existing (or proposed) road environment. It is recommended that such counts be conducted during winter in order to assess traffic speeds associated with high visitation numbers.</p> |
|--|--|---|

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5.0 FORESHORE CONNECTIVITY

The presence of existing properties along the full length of the western side of Jerrara Drive between Old Kosciuszko Road and Boronga Street severely restricts access to the Lake Jindabyne foreshore for residents of East Jindabyne as shown in Figure 10.

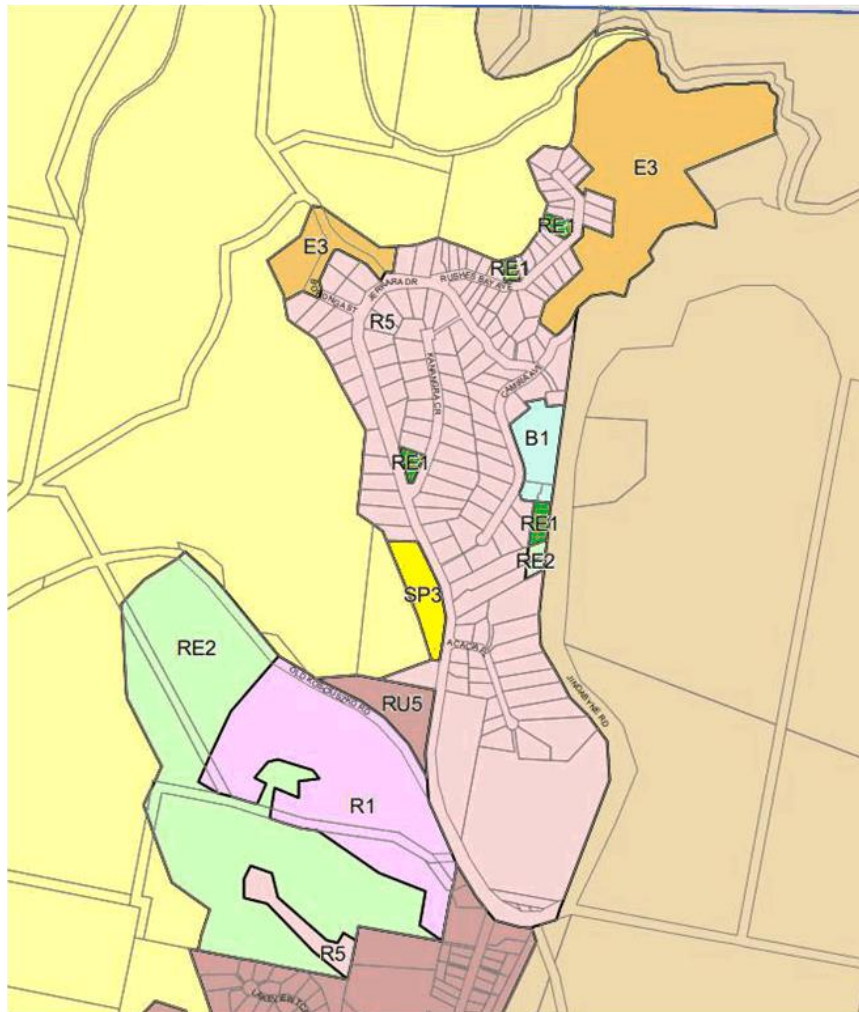


Figure 10: Current Land-use zoning over East Jindabyne (Snowy River LEP 2013)

It is understood that informal access to the foreshore was previously obtained through a vacant lot at 58 Jerrara Drive (Lot 3 DP1184903) opposite Acacia Place but the recent construction of a dwelling on that lot has now restricted this access.

Access to the foreshore from East Jindabyne is therefore currently limited to the following locations:

- i. Private Recreation Reserve (RE2) off the western end of Old Kosciuszko Road



- ii. Off the western end of Boronga Street.
- iii. Public Recreation Reserves off Ruses Bay Avenue, with only the southern-most reserve providing safe and convenient access.

At present an existing concrete path along the foreshore exists between Boronga Street and the southern most public reserve off Ruses Bay Avenue and is largely located above the full supply level of the Lake. South of Boronga Avenue this path consists of an informal gravel path which extends to behind No.46 Jerrara Drive where it meets with an old vehicle track extending into No.58 Jerrara Drive, both of which are largely below the full supply level of the Lake.

Snowy Monaro Regional Council is currently in the planning and investigation stage for the extension of the shared trail network along the foreshore from Tyrolean Village to Ruses Bay.

In order to complement the proposed shared trail network extension and improve access to this facility for residents of East Jindabyne it is recommended that formal footpath links be established at several locations. The following footpath linkage are recommended:

- R33) Construction of a formed footpath from Ruses Bay Avenue through the existing public reserve to link with the existing concrete pathway. Consideration should also be given to the construction of some off-street parking within the reserve to accommodate those travelling by vehicle to access the foreshore (i.e. parents with children, the elderly) due to the lack of existing on-street parking on Ruses Bay Avenue.
- R34) Construction of a formed footpath from the end of Boronga Street linking with the proposed shared path trail along the foreshore.
- R35) Acquisition of an easement (or public reserve corridor) and construction of a formed footpath along the southern boundary of 56 Jerrara Drive (Siesta Villa) to reinstate the previous informal access that was available until construction of the dwelling on No.58 Jerrara Drive.
- R36) Acquisition of an easement and construction of a footpath from Old Kosciuszko Road to the proposed shared trail along the foreshore through Snowy Hydro owned land. This linkage will provide access for existing and proposed residential development along Old Kosciuszko Road, particularly any future residential development of the R1 zoned land south of Old Kosciuszko Road.

The existing, future and recommended path network within East Jindabyne is shown on Figure 1 in Appendix D.



6.0 ESTIMATES OF COST

Budget estimates have been prepared for each of the recommendations and are shown in Table 2, whilst a detailed breakdown of costs for each recommendation is included in Appendix E.

It should be noted the land acquisition and associated legal and surveying expenses, required by R.8, R.13, R.35 and R.36 have not been included in the estimates.

Table 2: Budget Estimates

| Recommendation | Description | Estimated Cost (ex GST) |
|------------------|---|-------------------------|
| R.1 & R.5 | Kosciuszko Road Intersection Upgrades | \$875,800.00 |
| R.2 | Signage – Kosciuszko Road | \$900.00 |
| R.3 & R.4 | Signage – Jerrara Drive | \$1,800.00 |
| R.6 & R.7 | Temporary Bus Stop – Jerrara Drive | \$13,700.00 |
| R.8 | Permanent Bus Stop and Car Park – Jerrara Drive | \$172,800.00 |
| R.9, R.10 & R.11 | Kunama Drive Intersection - Maintenance Upgrades | \$2,700.00 |
| R.12 | Kunama Drive Intersection – Street Lighting | \$12,000.00 |
| R.13 | Kunama Drive Intersection Upgrades | \$412,400.00 |
| R.14 | Old Kosciuszko Road Intersection – Removal of Loose Gravel | \$900.00 |
| R.15 | Old Kosciuszko Road Intersection – Kerb Return | \$13,900.00 |
| R.16 | Old Kosciuszko Road Upgrade - Not Costed | \$- |
| R.17 | New Bus Bay – Jerrara Drive at Acacia Place | \$26,500.00 |
| R.18 to R.22 | Rushes Bay Avenue – Maintenance Upgrades | \$4,500.00 |
| R.23 & R.24 | Camira Avenue Intersection Upgrades | \$4,800.00 |
| R.25 | Widen Existing Footpath – Jerrara Drive | \$38,200.00 |
| R.26 | Extend Existing Footpath (south) – Jerrara Drive | \$78,300.00 |
| R.27 | Extend Existing Culvert – Jerrara Drive | \$26,000.00 |
| R.28 | Extend Existing Footpath (north) – Jerrara Drive | \$48,000.00 |
| R.29 | Construct new footpath - Acacia Place to Rushes Bay Avenue | \$663,700.00 |
| R.30 | Formalise existing pedestrian link - Camira Avenue | \$45,000.00 |
| R.31 | Formalise existing pedestrian link - Kanangra Crescent | \$33,000.00 |
| R.32 | Speed Investigation - Jerrara Drive | \$7,900.00 |
| R.33 | Construct new footpath to foreshore - Rushes Bay Avenue | \$27,300.00 |
| R.34 | Construct new footpath to foreshore - Boronga Avenue | \$52,500.00 |
| R.35 | Construct new footpath to foreshore - 56 Jerrara Drive (Siesta Villa) | \$22,700.00 |
| R.36 | Construct new footpath to foreshore - Old Kosciuszko Road | \$17,300.00 |
| Total | | \$2,602,600.00 |

APPENDIX A

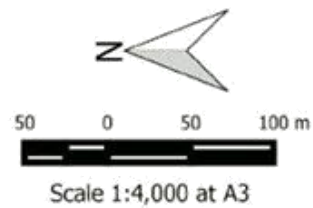
Existing Road Width Plan

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Jerrara Drive, Jindabyne East
FIGURE 2
Existing road widths

Rev 1 - 24 October 2019

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APPENDIX B

JERC Meeting Minutes

Meeting between JERCs and consultant on Jerrara Drive upgrade

6 p.m. Nov 13, 2019, Siesta Villa

Mark Wiggins (Project Manager, Council), Ashley B? (Consultant, Footprint), Alannah Dickeson (Recreation)

1. Welcome from President Shane Trengove and brief of structure for the meeting.

2. Brief on the study process from either Council and/or consultant and summary of the Scopes.

Geographic extent and intersection? Starts at Kosci Rd, includes intersection with highway and other intersections, access to foreshore, traffic, footpaths, connectivity, bus stops, drainage, Consultation stage, preparation of draft, another consultation with community, delivery to Council Q1 2020. Report will form the basis for future applications for funding to do the work.

Topics raised by residents

Safety (overriding concern) - infrastructure, messaging, footpaths, calming, intersections, bus.

Pedestrian – footpaths essential, children on road, families with pushers and small children, dog walkers. Huge safety issue. Some DA's approved with consent condition of footpaths but not installed. No connectivity between fragments of footpaths. Limited eye-lines at some intersections, especially Rushes Bay intersection (blind corner) and corner near Boronga. Platforms in difficult areas? Open up laneway at top of Rushes Bay Ave for school children to meet bus at fireshed?

School bus – 3 stop process, stops on road, no pull-overs, need bus stops, accommodate parents' cars, kids on foot, kids on bikes, skateboards, no footpaths to the pick-up points, Kunama Drive intersection and Rushes Bay Ave intersections particular problems.

Intersections - Rushes Bay Ave, Kunama Drive, Camira Ave - all a problem. Sight lines, lack of stop signs, angles, width, speeds. Kunama Drive intersection under particular pressure - traffic flow, angle, loose gravel, hydrant marker, no road centre marker, bus. Camira Ave intersection particularly dangerous as steep, blind and often used as turn-around point.

Speed limits and traffic calming needed. No footpaths, narrow roads, blind driveways, acceleration points, disregard of limits. Calming measures to 35kph. Platforms/raised crossings?

Traffic flow and volume– 3 sub-villages - Kunama Ridge, lower Jerrara Drive, Rushes Bay/Camira - flow along Jerrara Drive and exit to the highway via one intersection. Internal road to Rainbow Drive?

Single fire exit/entrance for the 3 sub-villages

Drainage – flooding at fire shed and minor problem at Boronga and Camira. Causing potholes and covers roads on occasion.

Connection to foreshore – nothing formal. Foreshore visitors need access roads, car parks, shared trail access points, boat areas, turn-around points. Visitation is high and increasing. Jerrara Drive needs to service these areas.

Footway connectivity – There are several (formal) walkways which could be used to take pedestrians off the road and provide routes to the school bus, shops, foreshore etc. but which are not used currently due to weeds and/or lack of infrastructure. They are (1) the laneway at the top of Rushes Bay Ave, (2) the laneway between Kanangra cul de sac and Jerrara Drive, and (3) the laneway from the end of Camira to Jerrara Drive (5-foot drop-off that could be replaced by steps).

Beautification – not done by Council despite paying for it via rates. Developer contributions from East Jindabyne development not invested in East Jindabyne.

Roadside vegetation maintenance – shrubs (pyrocanthus, cotoneaster) and garden encroachment onto verges not maintained yet create sight-line hazards. Example is top end of Jerrara Drive near Camira.

U-turn area - for large vehicles and trailers (using Camira at present, or sometimes Rushes Bay cul de sac).

Overall strategic plan for village roads. Disjointed planning. No overall plan.

On-road parking a problem owing to recreational nature of area and high occupancy of residential dwellings in winter.

Lighting - Pedestrian – activation sensors, hooded, aesthetic design. Roads – reflectors for safety. Alternatives to streetlights which spoil the dark sky favoured by the majority of residents.

Streetscape – tree replacement and installation.

Meeting close.



APPENDIX C

Preliminary Concept Designs



| ISSUE | DESCRIPTION | DATE |
|-------|----------------------------|----------|
| 3 | PRELIMINARY CONCEPT DESIGN | 12/02/20 |
| 2 | PRELIMINARY CONCEPT DESIGN | 23/01/19 |
| 1 | FOR DISCUSSION | 21/01/20 |

PRELIMINARY CONCEPT DESIGN
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|--------|----------|
| 1:200 | A1 |

CLIENT:
 SNOWY MONARO REGIONAL COUNCIL

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|----------------|---------|
| SURVEYOR: | N/A |
| DATUM: | N/A |
| AZIMUTH: | MGA |
| DRAWN: | AB |
| DESIGNED: | AB |
| DESIGNED DATE: | JAN '20 |
| CHECKED: | AB |

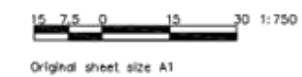
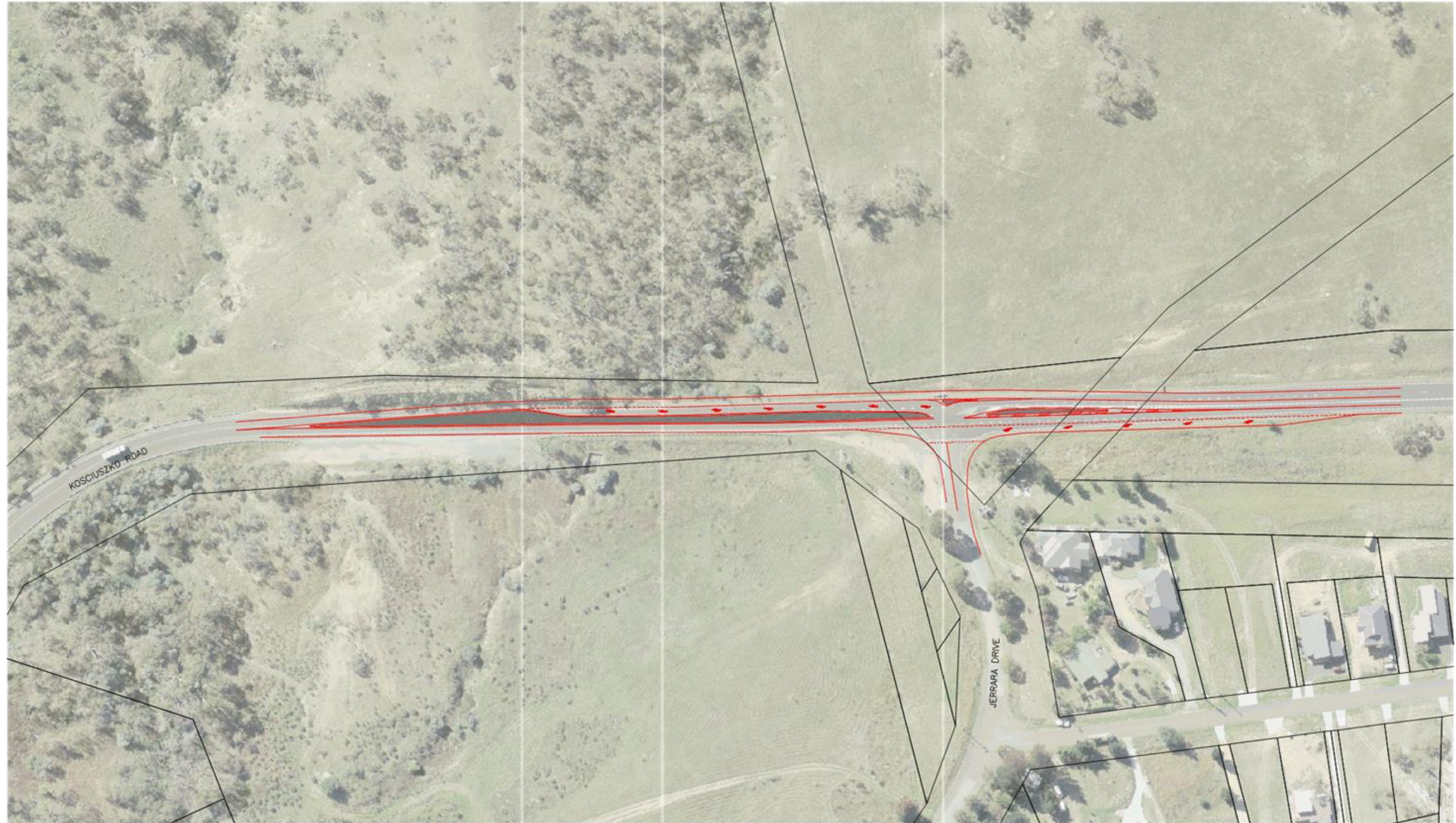
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JERRARA DRIVE, EAST JINDABYNE
 IMPROVEMENTS OPTIONS STUDY

CONCEPT INTERSECTION LAYOUT - JERRARA DR AND KUNAMA DR

| | |
|-------------|-----------|
| DRAWING NO. | 1906-SK01 |
| ISSUE | 3 |
| SHEET | 1 OF 1 |

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| ISSUE | DESCRIPTION | DATE |
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| 1 | FOR DISCUSSION | 28/01/20 |

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| AZIMUTH: | MGA |
| DRAWN: | AB |
| DESIGNED: | AB |
| DESIGNED DATE: | JAN '20 |
| CHECKED: | AB |

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JERRARA DRIVE, EAST JINDABYNE
 IMPROVEMENTS OPTIONS STUDY

CONCEPT INTERSECTION LAYOUT - KOSCIUSZKO RD AND JERRARA DR

| | |
|-------------|-----------|
| DRAWING NO. | 1906-SK02 |
| ISSUE | 1 |
| SHEET | 1 OF 1 |

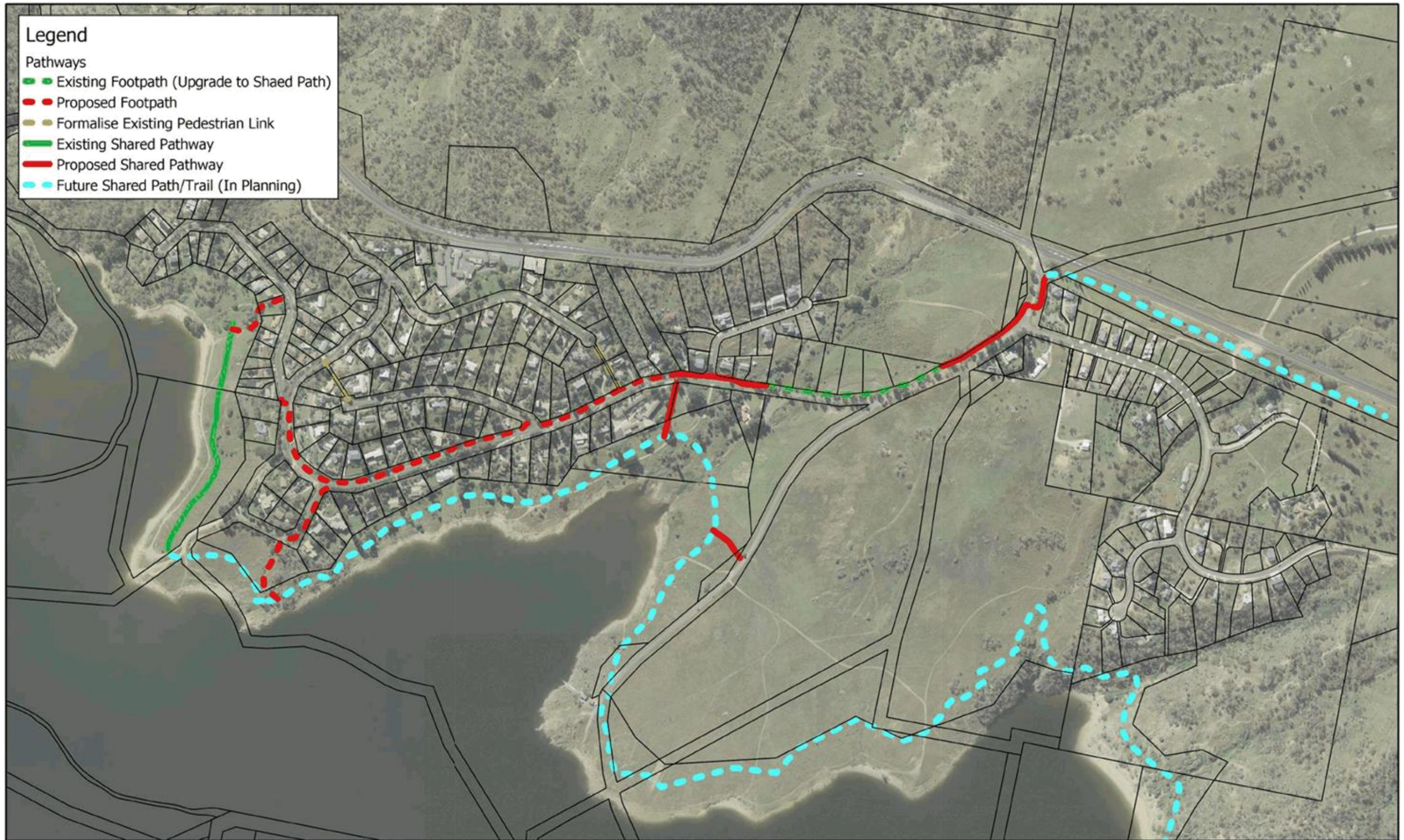
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APPENDIX D

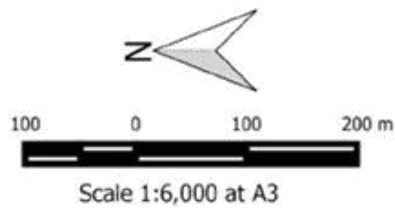
Foreshore Connectivity Plan

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Jindabyne East - Foreshore Connectivity

FIGURE 1
 Existing, Recommended and Future Path Network

Rev 3 - 29 January 2020

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APPENDIX E

Budget Estimates



R.1 and R.5 - Kosciuszko Road Intersection Upgrades - Seagull, CHR, AUL

| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-------------------|--|-------|---------------|-----------------|----------------------|
| Survey & Design | Survey | allow | \$ 10,000.00 | 1 | \$ 10,000.00 |
| | Concept & Detailed design | allow | \$ 20,000.00 | 1 | \$ 20,000.00 |
| | Electrical/Street Lighting Design | allow | \$ 15,000.00 | 1 | \$ 15,000.00 |
| | REF | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | | | | Subtotal | \$ 47,500.00 |
| Construction | Traffic Control | allow | \$ 30,000.00 | 1 | \$ 30,000.00 |
| | Erosion and Sediment Control | allow | \$ 10,000.00 | 1 | \$ 10,000.00 |
| | Relocation of Street Lights | allow | \$ 25,000.00 | 1 | \$ 25,000.00 |
| | Earthworks | allow | \$ 100,000.00 | 1 | \$ 100,000.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 3175 | \$ 15,875.00 |
| | New Flexible Pavement (assume 300mm DGB) | m2 | \$ 50.00 | 3175 | \$ 158,750.00 |
| | 50mm AC over primerseal | m2 | \$ 35.00 | 3175 | \$ 111,125.00 |
| | Construct Mountable K&G for splitter islands etc | m | \$ 100.00 | 645 | \$ 64,500.00 |
| | Concrete Island Infill (100mm) | m2 | \$ 100.00 | 905 | \$ 90,500.00 |
| | SO K&G in cut batter | m | \$ 200.00 | 135 | \$ 27,000.00 |
| | Linemarking/RRPM's | allow | \$ 10,000.00 | 1 | \$ 10,000.00 |
| | Reinstatement of disturbed areas | allow | \$ 20,000.00 | 1 | \$ 20,000.00 |
| | | | | | Subtotal |
| Contingency (30%) | | | | | \$ 213,075.00 |
| | | | | Total | \$ 875,825.00 |

Assumptions:

1. Land Acquisition Not Included
2. No allowance to extend existing major drainage structure under Kosciuszko Road

R.1 and R.5 - Kosciuszko Road Intersection Upgrades - Seagull, CHR, AUL



3. No allowance for relocation of other services (i.e. Tesltra) if present



R.2 - W2-4 Sign - Kosciuszko Road

| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|------------------------------|-------|-----------|----------|------------------|
| Construction | Traffic Control | allow | \$ 120.00 | 2 | \$ 240.00 |
| | Supply and Install W2-4 Sign | ea | \$ 500.00 | 1 | \$ 500.00 |
| Subtotal | | | | | \$ 740.00 |
| | Contingency (20%) | | | | \$ 148.00 |
| Total | | | | | \$ 888.00 |

Assumptions

R.3 and R.4 - Signage - Jerrara Drive



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|--------------|----------------------------------|------|-----------|-----------------|--------------------|
| Construction | Traffic Control | hrs | \$ 120.00 | 4 | \$ 480.00 |
| | Relocation of Speeds Signs (R.3) | each | \$ 250.00 | 2 | \$ 500.00 |
| | Erect new W2-3 sign (R.4) | each | \$ 500.00 | 1 | \$ 500.00 |
| | | | | Subtotal | \$ 1,480.00 |
| | Contingency (20%) | | | | \$ 296.00 |
| | | | | Total | \$ 1,776.00 |

Assumptions

R.6 - Temporary Bus Stop - Jerrara Drive



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|--------------|---|-------|-----------|----------|---------------------|
| Construction | Traffic Control | hrs | \$ 120.00 | 16 | \$ 1,920.00 |
| | Erosion and Sediment Control | allow | \$ 500.00 | 1 | \$ 500.00 |
| | Excavate existing shoulder and dispose | m3 | \$ 30.00 | 23 | \$ 690.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 115 | \$ 575.00 |
| | Supply, place and compact 200mm road base | m2 | \$ 40.00 | 115 | \$ 4,600.00 |
| | Bus Bay Signage | ea | \$ 350.00 | 2 | \$ 700.00 |
| | Erect new No Stopping Signs (R.7) | each | \$ 350.00 | 7 | \$ 2,450.00 |
| | Subtotal | | | | \$ 11,435.00 |
| | Contingency (20%) | | | | \$ 2,287.00 |
| | Total | | | | \$ 13,722.00 |

Assumptions



R.8 - Permanent Bus Stop and Carparking Area - Jerrara Drive

| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-------------------|--|-------|--------------|-----------------|----------------------|
| Survey & Design | Survey | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | Concept & Detailed design, including specification | allow | \$ 7,500.00 | 1 | \$ 7,500.00 |
| | REF | allow | \$ 750.00 | 1 | \$ 750.00 |
| | | | | Subtotal | \$ 10,750.00 |
| Construction | Traffic Control | hr | \$ 120.00 | 24 | \$ 2,880.00 |
| | Erosion and Sediment Control | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | Earthworks - cut to Fill | m3 | \$ 20.00 | 250 | \$ 5,000.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 1000 | \$ 5,000.00 |
| | Construct K&G including excavation | m | \$ 150.00 | 255 | \$ 38,250.00 |
| | Flexible Pavement (assume 30mm AC over 300mm DGB) | m2 | \$ 75.00 | 800 | \$ 60,000.00 |
| | Concrete Island | m2 | \$ 125.00 | 28 | \$ 3,500.00 |
| | Concrete Path - Bus Stop to First Kerb Ramp Only | m2 | \$ 100.00 | 100 | \$ 10,000.00 |
| | Linemarking | allow | \$ 1,500.00 | 1 | \$ 1,500.00 |
| | Bus Bay Signage | ea | \$ 350.00 | 2 | \$ 700.00 |
| | Disbaled Parking Sign | ea | \$ 350.00 | 1 | \$ 350.00 |
| | Supply and Erect Bus Shelter | allow | \$ 10,000.00 | 1 | \$ 10,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 250 | \$ 2,500.00 |
| | | | | Subtotal | \$ 142,180.00 |
| Contingency (20%) | | | | | \$ 30,586.00 |
| | | | | Total | \$ 172,766.00 |

Assumptions:

1. Survey and Civil Design Costs split 50/50 with R.13 (Roundabout)
2. For Roundabout Costs Refer to R.13
3. **Land Acquisition Not Included**

R.9, R.10 R.11 - Kunama Drive Intersection - Maintenance Upgrades



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|--------------|--|-------|-----------|----------|--------------------|
| Construction | Traffic Control | hrs | \$ 120.00 | 4 | \$ 480.00 |
| | Linemarking - minimum charge (R.9) | allow | \$ 500.00 | 1 | \$ 500.00 |
| | Trim and Dispose of Existing Vegetation (R.10) | allow | \$ 500.00 | 1 | \$ 500.00 |
| | Erect New D4-2-1 Chevron Board (R.11) | allow | \$ 750.00 | 1 | \$ 750.00 |
| | Subtotal | | | | \$ 2,230.00 |
| | Contingency (20%) | | | | \$ 446.00 |
| | Total | | | | \$ 2,676.00 |

Assumptions

R.12 - Install Street Lights - Kunama Drive Intersection



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|--------------|----------------------------------|-------|-------------|-----------------|---------------------|
| Design | Street Lighting Design | allow | \$ 5,000.00 | 1 | \$ 5,000.00 |
| | | | | Subtotal | \$ 5,000.00 |
| Construction | Supply and Install Street Lights | ea | \$ 2,500.00 | 2 | \$ 5,000.00 |
| | | | | Subtotal | \$ 5,000.00 |
| | Contingency (20%) | | | | \$ 2,000.00 |
| | | | | Total | \$ 12,000.00 |

Assumptions



R.13 - Kunama Drive Intersection Upgrade - Roundabout

| Task | Sub Task | Unit | Rate | Quantity | Cost |
|---|--|-------------|--------------|-----------------|---------------------|
| Survey & Design | Survey | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | Concept & Detailed design | allow | \$ 7,500.00 | 1 | \$ 7,500.00 |
| | Electrical/Street Lighting Design | allow | \$ 10,000.00 | 1 | \$ 10,000.00 |
| | REF | allow | \$ 750.00 | 1 | \$ 750.00 |
| | | | | Subtotal | \$ 20,750.00 |
| Construction | Traffic Control | hr | \$ 120.00 | 60 | \$ 7,200.00 |
| | Erosion and Sediment Control | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | Relocation of Services (incl power pole) | allow | \$ 50,000.00 | 1 | \$ 50,000.00 |
| | Earthworks - cut to spoil | m3 | \$ 30.00 | 450 | \$ 13,500.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 1000 | \$ 5,000.00 |
| | Construct Barrier K&G | m | \$ 125.00 | 230 | \$ 28,750.00 |
| | Construct Mountable K&G for splitter islands etc | m | \$ 100.00 | 95 | \$ 9,500.00 |
| | Construct Kerb Ramps | ea | \$ 500.00 | 4 | \$ 2,000.00 |
| | New Flexible Pavement (assume 300mm DGB) | m2 | \$ 50.00 | 900 | \$ 45,000.00 |
| | 50mm AC over primerseal | m2 | \$ 35.00 | 1620 | \$ 56,700.00 |
| | Concrete Roundabout Apron (150mm) | m2 | \$ 150.00 | 130 | \$ 19,500.00 |
| | Concrete Roundabout Island Infill (100mm) | m2 | \$ 100.00 | 77 | \$ 7,700.00 |
| | Concrete Splitter/Refuge Island Infill (100mm) | m2 | \$ 100.00 | 80 | \$ 8,000.00 |
| | RMS Type Fencing to refuge island | lin.m | \$ 600.00 | 13 | \$ 7,800.00 |
| | Concrete Path - included as part of shared path R.26 | m2 | \$ 100.00 | 0 | \$ - |
| | Linemarking | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | Roundabout Signage | ea | \$ 500.00 | 4 | \$ 2,000.00 |
| | Keep Left Signage | ea | \$ 350.00 | 3 | \$ 1,050.00 |
| | Refuge Ahead Warning Signage | ea | \$ 500.00 | 2 | \$ 1,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 500 | \$ 5,000.00 |
| Allowance for stormwater drainage pipe (375mm pipe) | lin.m | \$ 300.00 | 75 | \$ 22,500.00 | |
| Allowance for stormwater drainage pits | ea | \$ 2,500.00 | 4 | \$ 10,000.00 | |



R.13 - Kunama Drive Intersection Upgrade - Roundabout

| | | | | | | |
|---|----|----|----------|-----------------|-----------|-------------------|
| Allowance for stormwater drainage headwalls | ea | \$ | 1,000.00 | 1 | \$ | 1,000.00 |
| Allowance for Street Lighting | ea | \$ | 8,000.00 | 4 | \$ | 32,000.00 |
| | | | | | | |
| | | | | Subtotal | \$ | 340,200.00 |
| | | | | | \$ | 72,190.00 |
| Contingency (20%) | | | | | | |
| | | | | Total | \$ | 412,390.00 |

Assumptions:

1. Survey and Civil Design Costs split 50/50 with R.8 (Bus Bay and Car Park)
2. For Bus Bay and Car Parking Area Costs refer to R.8
3. **Land Acquisition Not Included**

R.14 - Remove Loose Gravel - Old Kosciuszko Road Intersection



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|--------------|-------------------|-------|-----------|-----------------|------------------|
| Construction | Traffic Control | hrs | \$ 120.00 | 2 | \$ 240.00 |
| | Removal of Gravel | allow | \$ 500.00 | 1 | \$ 500.00 |
| | | | | Subtotal | \$ 740.00 |
| | Contingency (20%) | | | | \$ 148.00 |
| | | | | Total | \$ 888.00 |

Assumptions



R.15 - Kerb Return - Old Kosciuszko Road Intersection

| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Concept & Detailed design | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | REF | allow | \$ 500.00 | 1 | \$ 500.00 |
| Subtotal | | | | | \$ 4,000.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 8 | \$ 960.00 |
| | Erosion and Sediment Control | item | \$ 250.00 | 1 | \$ 250.00 |
| | Construct K&G including excavation | m | \$ 150.00 | 40 | \$ 6,000.00 |
| | Patch Road along Lip (assume 300 wide) | m2 | \$ 200.00 | 12 | \$ 2,400.00 |
| | Linemarking - minimum charge | allow | \$ 500.00 | 1 | \$ 500.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 80 | \$ 800.00 |
| Subtotal | | | | | \$ 10,910.00 |
| | Contingency (20%) | | | | \$ 2,982.00 |
| Total | | | | | \$ 13,892.00 |

Assumptions:



R.17 - Bus Bay - Jerrara Drive at Acacia Place

| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 1,500.00 | 1 | \$ 1,500.00 |
| | Concept & Detailed design | allow | \$ 3,500.00 | 1 | \$ 3,500.00 |
| | REF | allow | \$ 500.00 | 1 | \$ 500.00 |
| Subtotal | | | | | \$ 5,500.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 16 | \$ 1,920.00 |
| | Erosion and Sediment Control | item | \$ 500.00 | 1 | \$ 500.00 |
| | Excavate existing shoulder and dispose | m3 | \$ 40.00 | 23 | \$ 920.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 115 | \$ 575.00 |
| | Supply, place 150mm thick 32MPa concrete | m2 | \$ 150.00 | 115 | \$ 17,250.00 |
| | Bus Bay Signage | ea | \$ 350.00 | 2 | \$ 700.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 50 | \$ 500.00 |
| Subtotal | | | | | \$ 21,165.00 |
| | Contingency (20%) | | | | \$ 5,333.00 |
| Total | | | | | \$ 26,498.00 |

Assumptions:

R.18 to R.22 - Rushes Bay Avenue Intersection - Maintenance Upgrades



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|--------------|--|-------|-------------|-----------------|--------------------|
| Construction | Traffic Control | hrs | \$ 120.00 | 8 | \$ 960.00 |
| | Linemarking - minimum charge (R.18) | allow | \$ 500.00 | 1 | \$ 500.00 |
| | Install Missing Stop Sign (R.19) | item | \$ 500.00 | 1 | \$ 500.00 |
| | Relocate Existign Stop Sign (R.20) | item | \$ 250.00 | 1 | \$ 250.00 |
| | Trim and Dispose of Existing Vegetation (R.21) | allow | \$ 500.00 | 1 | \$ 500.00 |
| | Lower Existing Manhole Cover | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | | | | Subtotal | \$ 3,710.00 |
| | Contingency (20%) | | | | \$ 742.00 |
| | | | | Total | \$ 4,452.00 |

Assumptions

R.23 and R.24 - Camira Avenue Intersection - Upgrades



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|--------------|--|-------|-------------|-----------------|--------------------|
| Construction | Traffic Control | hrs | \$ 120.00 | 4 | \$ 480.00 |
| | Trim and Dispose of Existing Vegetation (R.23) | allow | \$ 2,000.00 | 1 | \$ 2,000.00 |
| | Linemarking - (R.24) | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Install Give Way Sign (R.24) | item | \$ 500.00 | 1 | \$ 500.00 |
| | | | | Subtotal | \$ 3,980.00 |
| | Contingency (20%) | | | | \$ 796.00 |
| | | | | Total | \$ 4,776.00 |

Assumptions

R.25 - Widen Existing Footpath - Jerrara Drive



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|--------------|--|-------|-----------|----------|---------------------|
| Construction | Traffic Control | hrs | \$ 120.00 | 8 | \$ 960.00 |
| | Erosion and Sediment Control | allow | \$ 500.00 | 1 | \$ 500.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 40 | \$ 1,600.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 250 | \$ 1,250.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 100.00 | 250 | \$ 25,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 250 | \$ 2,500.00 |
| | Subtotal | | | | |
| | Contingency (20%) | | | | \$ 6,362.00 |
| Total | | | | | \$ 38,172.00 |

Assumptions

R.26 - Extend Existing Footpath
Jerrara Drive - Southern End of Existing to Kosciuszko Road



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 1,500.00 | 1 | \$ 1,500.00 |
| | Concept & Detailed design | allow | \$ 3,500.00 | 1 | \$ 3,500.00 |
| | REF | allow | \$ 1,500.00 | 1 | \$ 1,500.00 |
| Subtotal | | | | | \$ 6,500.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 12 | \$ 1,440.00 |
| | Erosion and Sediment Control | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 80 | \$ 3,200.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 510 | \$ 2,550.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 100.00 | 510 | \$ 51,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 500 | \$ 5,000.00 |
| Subtotal | | | | | \$ 64,190.00 |
| | Contingency (20%) | | | | \$ 14,138.00 |
| Total | | | | | \$ 78,328.00 |

Assumptions

1. No allowance for major earthworks
2. No allowance for tree removal

R.27 - Extend Existing Culvert - Jerarra Drive



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|---|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Concept & Detailed design | allow | \$ 2,000.00 | 1 | \$ 2,000.00 |
| | REF | allow | \$ 500.00 | 1 | \$ 500.00 |
| Subtotal | | | | | \$ 3,500.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 16 | \$ 1,920.00 |
| | Erosion and Sediment Control | allow | \$ 500.00 | 1 | \$ 500.00 |
| | Demolish existing headwall | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Supply, Lay, Bed and Backfill 1650 RCP | m | \$ 1,500.00 | 4.8 | \$ 7,200.00 |
| | Construct Cast in Situ Headwall to suit | m3 | \$ 800.00 | 10 | \$ 8,000.00 |
| | Galvanised Safety Rail | m | \$ 250.00 | 10 | \$ 2,500.00 |
| Subtotal | | | | | \$ 21,120.00 |
| | Contingency (20%) | | | | \$ 4,924.00 |
| Total | | | | | \$ 26,044.00 |

Assumptions

1. No allowance for major earthworks
2. No allowance for tree removal

R.28 - Extend Existing Footpath
Jerrara Drive - Northern End of Existing to Lake Access Path



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Concept & Detailed design | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | REF | allow | \$ 500.00 | 1 | \$ 500.00 |
| Subtotal | | | | | \$ 4,000.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 8 | \$ 960.00 |
| | Erosion and Sediment Control | allow | \$ 500.00 | 1 | \$ 500.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 45 | \$ 1,800.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 300 | \$ 1,500.00 |
| | Breakout existing kerb and construct kerb ramps | ea | \$ 800.00 | 2 | \$ 1,600.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 100.00 | 300 | \$ 30,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 300 | \$ 3,000.00 |
| Subtotal | | | | | \$ 39,360.00 |
| | Contingency (20%) | | | | \$ 8,672.00 |
| Total | | | | | \$ 48,032.00 |

Assumptions

1. No allowance for major earthworks
2. No allowance for tree removal

R.29 - Construct New Footpath
Jerrara Drive - Lake Access Path to Rushes Bay Avenue



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-------------------|---|-------|--------------|----------|----------------------|
| Survey & Design | Survey | allow | \$ 5,000.00 | 1 | \$ 5,000.00 |
| | Concept & Detailed design | allow | \$ 15,000.00 | 1 | \$ 15,000.00 |
| | REF | allow | \$ 2,000.00 | 1 | \$ 2,000.00 |
| Subtotal | | | | | \$ 22,000.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 160 | \$ 19,200.00 |
| | Erosion and Sediment Control | allow | \$ 5,000.00 | 1 | \$ 5,000.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 500 | \$ 20,000.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 850 | \$ 4,250.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 100.00 | 850 | \$ 85,000.00 |
| | Allowance to adjust existing driveways | ea | \$ 4,000.00 | 5 | \$ 20,000.00 |
| | Allowance for stormwater drainage pipe (375mm pipe) | lin.m | \$ 300.00 | 700 | \$ 210,000.00 |
| | Allowance for stormwater drainage pits | ea | \$ 2,500.00 | 12 | \$ 30,000.00 |
| | Construct K&G including excavation | m | \$ 150.00 | 700 | \$ 105,000.00 |
| | Construct Kerb Ramps | ea | \$ 500.00 | 4 | \$ 2,000.00 |
| | Patch Road along Lip (assume 300 wide) | m2 | \$ 200.00 | 210 | \$ 42,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 700 | \$ 7,000.00 |
| Subtotal | | | | | \$ 549,450.00 |
| Contingency (20%) | | | | | \$ 114,290.00 |
| Total | | | | | \$ 663,740.00 |

Assumptions

1. No allowance for major earthworks
2. No allowance for tree removal
3. Assumed Pipe Diameter of 375mm

R.30 - Construct New Footpath
Camira Avenue Pedestrian Linkage



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | Concept & Detailed design | allow | \$ 5,000.00 | 1 | \$ 5,000.00 |
| | REF | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| Subtotal | | | | | \$ 8,500.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 8 | \$ 960.00 |
| | Erosion and Sediment Control | allow | \$ 2,000.00 | 1 | \$ 2,000.00 |
| | Trim and Dispose of Existing Vegetation | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 20 | \$ 800.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 120 | \$ 600.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 150.00 | 120 | \$ 18,000.00 |
| | Stairs (over and above footpath) | m2 | \$ 500.00 | 20 | \$ 10,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 200 | \$ 2,000.00 |
| | Pathway Signage | ea | \$ 350.00 | 2 | \$ 700.00 |
| Subtotal | | | | | \$ 36,060.00 |
| | Contingency (20%) | | | | \$ 8,912.00 |
| Total | | | | | \$ 44,972.00 |

Assumptions

1. No allowance for major earthworks
2. No allowance for tree removal
3. Concrete path rate increased for difficulty of access

R.31 - Construct New Footpath
Kanangra Crescent Pedestrian Linkage



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 2,500.00 | 1 | \$ 2,500.00 |
| | Concept & Detailed design | allow | \$ 5,000.00 | 1 | \$ 5,000.00 |
| | REF | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| Subtotal | | | | | \$ 8,500.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 8 | \$ 960.00 |
| | Erosion and Sediment Control | allow | \$ 2,000.00 | 1 | \$ 2,000.00 |
| | Trim and Dispose of Existing Vegetation | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 20 | \$ 800.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 120 | \$ 600.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 150.00 | 120 | \$ 18,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 200 | \$ 2,000.00 |
| | Pathway Signage | ea | \$ 350.00 | 2 | \$ 700.00 |
| Subtotal | | | | | \$ 26,060.00 |
| | Contingency (20%) | | | | \$ 6,912.00 |
| Total | | | | | \$ 32,972.00 |

Assumptions

1. No allowance for major earthworks
2. No allowance for tree removal
3. Concrete path rate increased for difficulty of access

R.32 - Traffic Speed Investigation - Jerrara Drive



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|----------------------------|------|-------------|-----------------|--------------------|
| Survey & Design | Automatic Tube Counts | ea | \$ 2,500.00 | 2 | \$ 5,000.00 |
| | Analyse and Interpret Data | hrs | \$ 200.00 | 8 | \$ 1,600.00 |
| | | | | Subtotal | \$ 6,600.00 |
| | Contingency (20%) | | | | \$ 1,320.00 |
| | | | | Total | \$ 7,920.00 |

Assumptions

R.33 - Construct New Footpath
Rushes Bay Avenue to Foreshore



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 1,500.00 | 1 | \$ 1,500.00 |
| | Concept & Detailed design | allow | \$ 5,000.00 | 1 | \$ 5,000.00 |
| | REF | allow | \$ 500.00 | 1 | \$ 500.00 |
| Subtotal | | | | | \$ 7,000.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 8 | \$ 960.00 |
| | Erosion and Sediment Control | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 25 | \$ 1,000.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 150 | \$ 750.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 100.00 | 150 | \$ 15,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 250 | \$ 2,500.00 |
| | Pathway Signage 'Access to Lake' | ea | \$ 350.00 | 1 | \$ 350.00 |
| Subtotal | | | | | \$ 21,560.00 |
| | Contingency (20%) | | | | \$ 5,712.00 |
| Total | | | | | \$ 27,272.00 |

Assumptions

1. No allowance for major earthworks
2. No allowance for tree removal

**R.34 - Construct New Footpath
 Boronga Street to Foreshore**



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 1,500.00 | 1 | \$ 1,500.00 |
| | Concept & Detailed design | allow | \$ 5,000.00 | 1 | \$ 5,000.00 |
| | REF | allow | \$ 500.00 | 1 | \$ 500.00 |
| Subtotal | | | | | \$ 7,000.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 16 | \$ 1,920.00 |
| | Erosion and Sediment Control | allow | \$ 2,000.00 | 1 | \$ 2,000.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 45 | \$ 1,800.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 300 | \$ 1,500.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 100.00 | 300 | \$ 30,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 500 | \$ 5,000.00 |
| | Pathway Signage 'Access to Lake' | ea | \$ 350.00 | 1 | \$ 350.00 |
| Subtotal | | | | | \$ 42,570.00 |
| | Contingency (20%) | | | | \$ 9,914.00 |
| Total | | | | | \$ 52,484.00 |

Assumptions

1. No allowance for major earthworks
2. No allowance for tree removal

R.34 - Construct New Footpath
No56. Jerrara Drive (Siesta Villa) to Foreshore



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 1,500.00 | 1 | \$ 1,500.00 |
| | Concept & Detailed design | allow | \$ 5,000.00 | 1 | \$ 5,000.00 |
| | REF | allow | \$ 500.00 | 1 | \$ 500.00 |
| Subtotal | | | | | \$ 7,000.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 8 | \$ 960.00 |
| | Erosion and Sediment Control | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 20 | \$ 800.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 120 | \$ 600.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 100.00 | 120 | \$ 12,000.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 200 | \$ 2,000.00 |
| | Pathway Signage 'Access to Lake' | ea | \$ 350.00 | 1 | \$ 350.00 |
| Subtotal | | | | | \$ 17,710.00 |
| | Contingency (20%) | | | | \$ 4,942.00 |
| Total | | | | | \$ 22,652.00 |

Assumptions

1. No allowance for major earthworks
2. No allowance for tree removal
3. No allowance for acquisition of land

**R.34 - Construct New Footpath
 Old Kosciuszko Road to Foreshore**



| Task | Sub Task | Unit | Rate | Quantity | Cost |
|-----------------|--|-------|-------------|----------|---------------------|
| Survey & Design | Survey | allow | \$ 1,500.00 | 1 | \$ 1,500.00 |
| | Concept & Detailed design | allow | \$ 5,000.00 | 1 | \$ 5,000.00 |
| | REF | allow | \$ 500.00 | 1 | \$ 500.00 |
| Subtotal | | | | | \$ 7,000.00 |
| Construction | Traffic Control | hrs | \$ 120.00 | 8 | \$ 960.00 |
| | Erosion and Sediment Control | allow | \$ 1,000.00 | 1 | \$ 1,000.00 |
| | Excavation and Disposal | m3 | \$ 40.00 | 15 | \$ 600.00 |
| | Trim and Compact Subgrade | m2 | \$ 5.00 | 85 | \$ 425.00 |
| | Construct 100mm thick concrete path on 50mm gravel | m2 | \$ 100.00 | 85 | \$ 8,500.00 |
| | Reinstatement of disturbed areas | m2 | \$ 10.00 | 140 | \$ 1,400.00 |
| | Pathway Signage 'Access to Lake' | ea | \$ 350.00 | 1 | \$ 350.00 |
| Subtotal | | | | | \$ 13,235.00 |
| | Contingency (20%) | | | | \$ 4,047.00 |
| Total | | | | | \$ 17,282.00 |

Assumptions

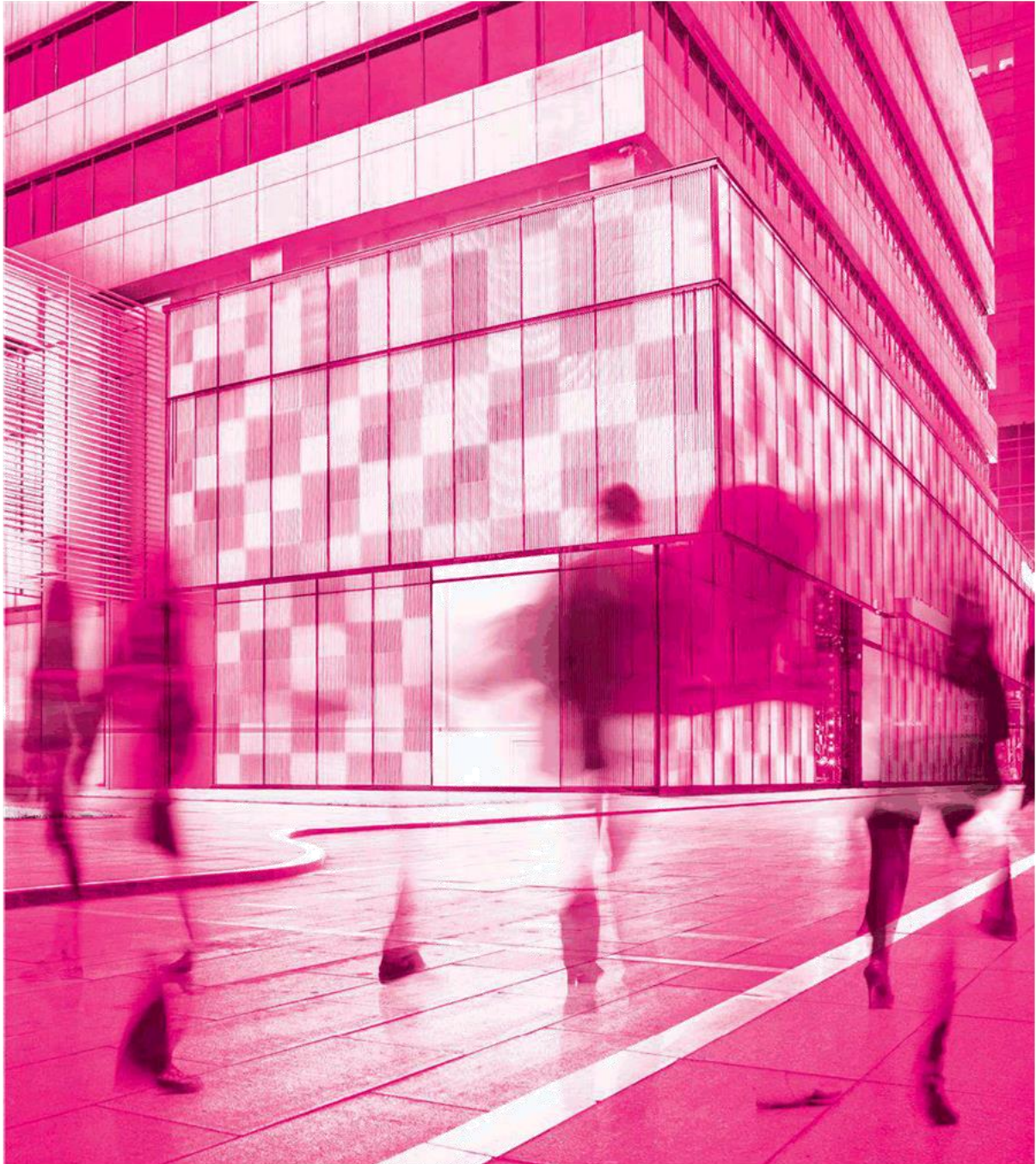
1. No allowance for major earthworks
2. No allowance for tree removal
3. No allowance for acquisition of land

Attachments to reports.



APPENDIX F

PTC Traffic Report



**road
safety
review;**

Kosciuszko Road / Jerrara Drive
Jindabyne East

For Footprint Pty Ltd
20 September 2019

parking;
traffic;
civil design;
wayfinding;
ptc.



Document Control

Kosciuszko Road / Jerrara Drive Jindabyne East, Road safety review

| Issue | Date | Issue Details | Author | Reviewed | For the attention of |
|-------|----------|---------------|--------|----------|----------------------|
| 1 | 20/09/19 | Draft | FL | AM | Ashley Bond |
| 2 | | | | | |
| 3 | | | | | |

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1. Introduction

1.1 Project detail

Snowy Monaro Regional Council is proposing to upgrade the intersection of Kosciuszko Road and Jerrara Drive at Jindabyne East, in order to improve the safety at this intersection.

As part of the detailed design process, a road safety review has been requested by Footprint Pty. Ltd. to identify potential safety risks and provide input with regard to the current intersection conditions so that any issues can be incorporated / resolved within the proposed upgrade design.

1.2 Intersection safety review method

The road safety review of the intersection has been undertaken using the following methodology:

- A desktop review was undertaken using Nearmap /Six Map aerial photography
- A day time and night time site inspection was carried out on Friday 23/08/2019.
- A review of the intersection turning volumes
- Review and analyse the available crash data

The findings of our road safety review are documented in this report.



2. Existing Intersection Condition

2.1 Traffic survey

Kosciuszko Road is the major recreational route providing access to the snowfields within the Snowy Mountains region. In order to appreciate the traffic volumes at the intersection, an intersection traffic count was conducted for 7 days between Wednesday 21st and Tuesday 27th August.

The traffic volumes throughout each day are illustrated in Figure 2.1.

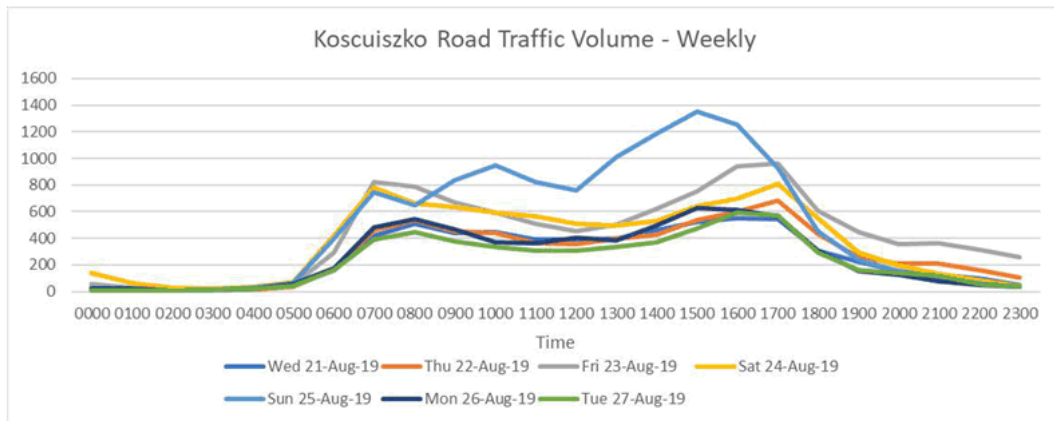


Figure 2.1 Kosciuszko Road Weekly Traffic Volume

The survey data indicates that there were generally two typical peaks (AM and PM) along Kosciuszko Road with the exception of Sunday. The Sunday peak period occurred during the afternoon at around 2pm – 4pm with traffic departing from the snowfields being the dominant activity.

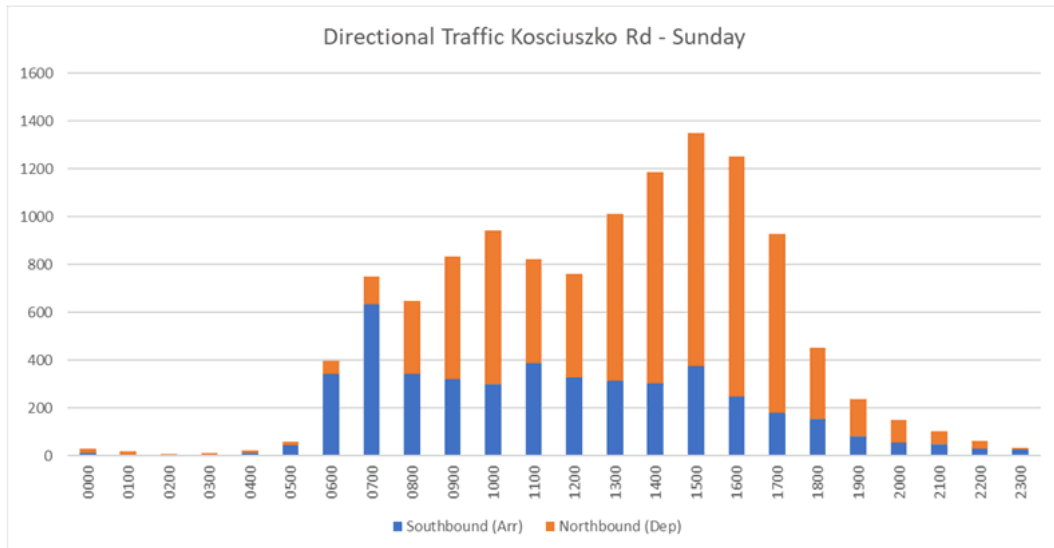


Figure 2.2 Kosciuszko Rd traffic on Sunday

Currently the turning treatment on Kosciuszko Road are in the form of a Channelised Right Turn (CHR) for the southbound right turn movement and a Channelised Left Turn (CHL) for the northbound left turn movement.

The traffic survey result indicates that the average peak hour throughout the 7 survey days occurred at 4pm to 5pm in the afternoon.

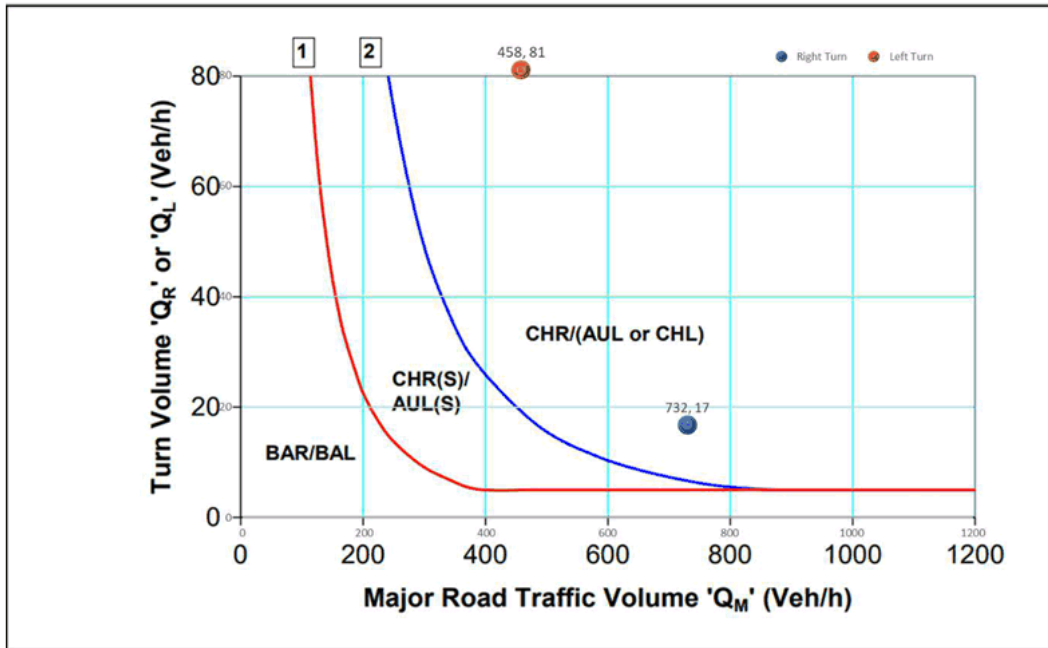


Figure 2.3 Comparison of CHR and CHL to turn treatment Warrant – Kosciuszko Road

It should be noted that where the value used for Q_M is the volume in the closest through lane to the turning movements:

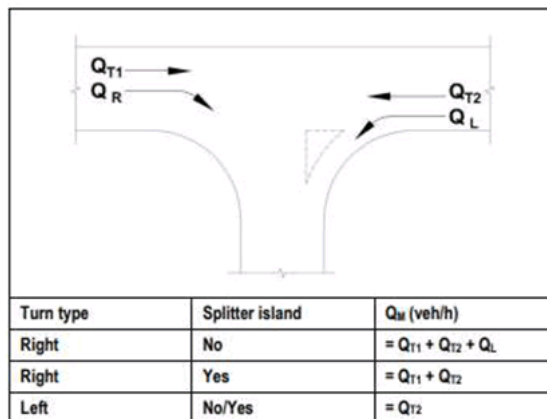


Figure 2.4 Calculation of the major road traffic volume parameter Q_M (Source: Amdt and Troutbeck (2006))

In accordance with the *Figure 4.9 Warrants for turn treatments on the major road at unsignalled intersections* in *Austrroads Guide to Road Design Part 4A: Unsignalled and Signalled Intersections* (the



Guide) the existing traffic volumes warrants the turn treatment at the intersection should be in CHR for the 100 km/h speed environment. However, the layout of the current intersection indicates that the existing turn treatment is in the short lane type (CHR(S)).

The traffic volume data presented in Figure 2.5 indicates that there was a generally consistent traffic volume pattern on Jerrara Drive throughout the week, except for Monday, when the traffic volume was noticeably lower than the other surveyed days. There were two typical peaks occurred daily on Jerrara Drive, with morning peak occurring at 7am or 8am and the afternoon peak at 5pm.

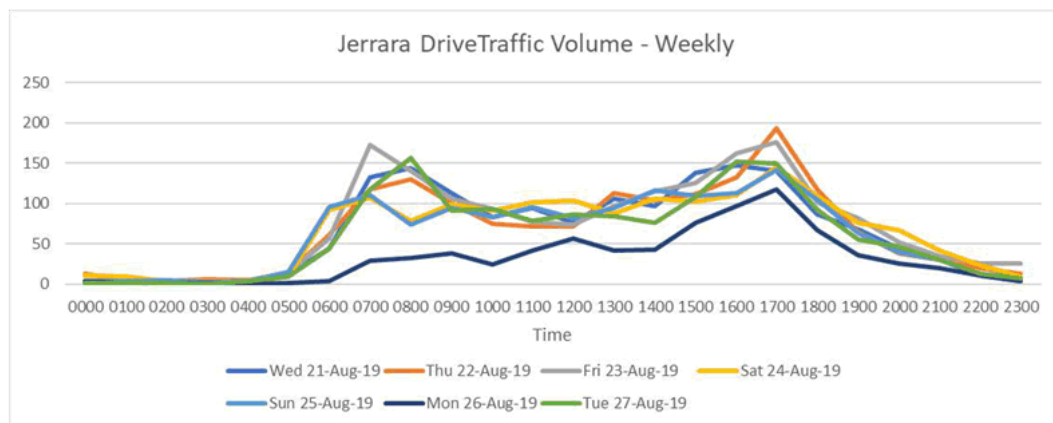
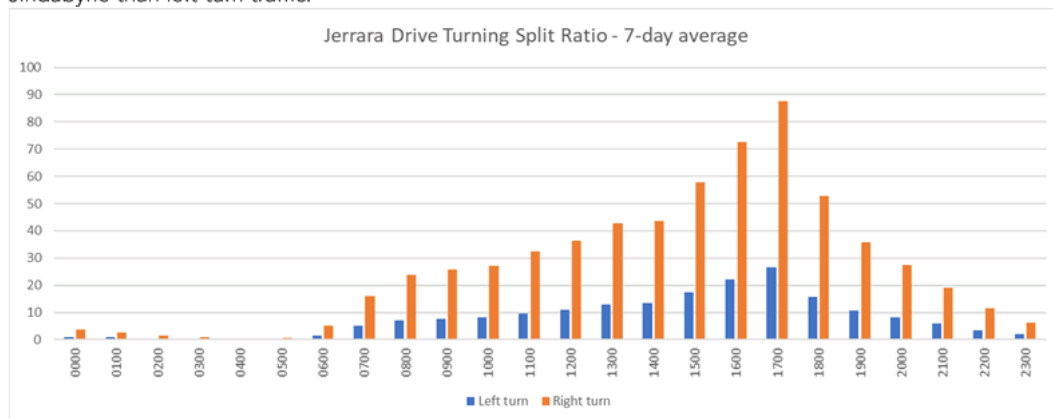


Figure 2.5 Jerrara Drive Weekly Traffic Volume

The survey data indicates that there was generally more traffic turning right from Jerrara Drive towards Jindabyne than left-turn traffic.



2.2 Crash History

According to the record in the Transport for NSW Crash Statistic website, in the past 5 years, there was no crash being reported at the Kosciuszko Road / Jerrara Drive intersection or in the immediate vicinity.



3. Safety review findings

The road safety review findings are presented in the following table.

Table 1 – Road safety review findings


| Ref | Movement /Location | Site visit findings: |
|-----|-----------------------------------|---|
| 1 | Jerrara Drive right turn movement | <p>Currently the right turn treatment on Kosciuszko Road is in the form of a Channelised Right Turn (CHR). During the site visit, it was observed that due to the heavy traffic volume (in particular during recreational season) along Kosciuszko Road, the right turn traffic from Jerrara Drive experienced delays. Therefore, vehicles trying to turn right from Jerrara Drive into southbound Kosciuszko Rd, stayed or crawled within the central chevron marking area and gave way to the southbound through traffic, until a gap occurred. The length of chevron marking is approx. 80 metres, prior to the commencement of the southbound overtaking lane, which is insufficient to allow vehicles to accelerate to 100km/h within the chevron marking area. The potential result is for accelerating vehicles to travel along in the chevron area and into the opposing overtaking lane if unable to merge into the southbound lane, which could lead to a Head-End crash.</p> |
| | | <p>Recommendations:</p> <p>A seagull treatment with the acceleration lane integrated with the overtaking lane is recommended. A marked triangle median island should be installed to prevent southbound through traffic from starting an overtaking manoeuvre within the right turn bay prior to the intersection.</p> |
| | | <div data-bbox="566 890 1890 1270" data-label="Image"> </div> <p data-bbox="539 1278 972 1302">(Image is extracted from LiDAR Scanning pointcloud)</p> |




A sample layout of a seagull treatment with the acceleration lane integrated with the overtaking lane is shown below (intersection of Picton Road/ Pembroke Parade)






| | | |
|----------|---|---|
| <p>2</p> | <p>Jerrara Drive left turn movement</p> | <p>Site visit findings</p> <p>Due to the crest to the southern approach of the intersection, the sight distance for vehicles turning left from Jerrara Drive into the northbound traffic of Kosciuszko Road is restricted. The sight distance for a driver at Jerrara Drive is approximately 170m, which is equivalent to approximately 6 seconds headway for speeds up to 100km/h. In accordance with the Austroads Guide to Road Design Part 4A, the minimum safe intersection sight distance for a 100 km/h environment is 234 metres. Vehicles turning left from Jerrara Drive do not have sufficient distance to accelerate to 100 km/h and safely, which may lead to a Head-End crash.</p>  <p>(Road profile is extracted from LiDAR Scanning pointcloud)</p> |
|----------|---|---|



| | | |
|--|--|---|
| | | <p>Recommendation</p> <p>Due to the bridge on the northern side of the intersection, providing an acceleration lane for the left turn movement would be difficult to achieve. In the context of no crashes being recorded at the intersection in the past 5 years, it is recommended to install a Side Road on Straight sign (W2-4) for the northbound traffic on Kosciuszko Road approaching Jerrara Drive.</p>  A yellow diamond-shaped sign with a black border. It features a black arrow pointing straight up, with a black T-junction symbol on the left side of the arrow's stem, indicating a side road on a straight-ahead movement. |
|--|--|---|

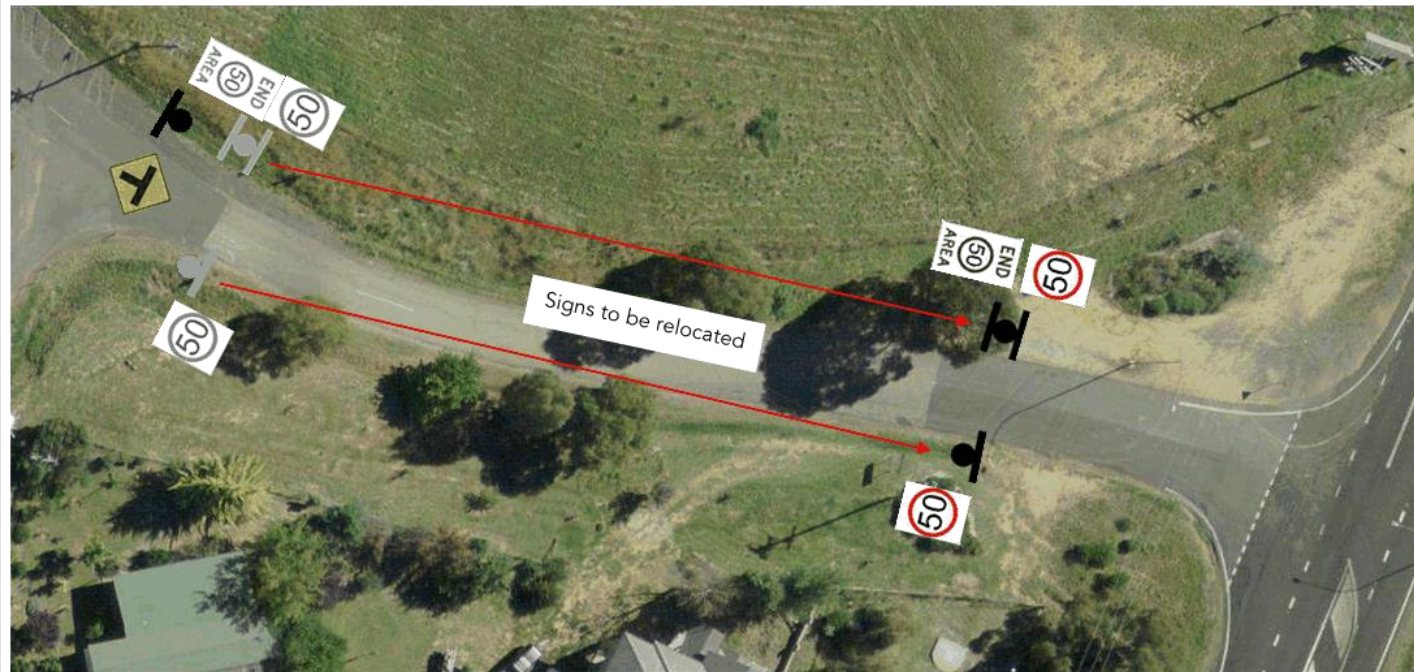


| | | |
|---|---------------|---|
| 3 | Jerrara Drive | <p>Site visit findings</p> <p>A pair of 50 km/h speed limit signs and End 50 km/h Area signs are installed on Jerrara Drive approximately 130 metre away from the intersection. Drivers may accelerate over the 50 km/h speed limit in this section.</p>  |
|---|---------------|---|

ptc.

Recommendation

- Relocate the pair of 50 km/h speed limit signs and End 50 km/h Area signs closer to the intersection (while avoiding obstruction by trees).
- The T-intersection Straight sign (W2-3) is recommended on Jerrara Drive approaching the intersection in order to warn drivers to slow down when approaching T-intersection.





| | | |
|---|---------------------------------------|---|
| 4 | Right turn treatment of Kosciuszko Rd | Site visit findings The current CHR(S) turn treatment fails, in accordance with the traffic volume collected on site, which warrants a CHR turn treatment rather than CHR (S). The under-design of the intersection may lead to increasing likelihood of accidents. |
| | | Recommendations Investigate the opportunity to upgrade the intersection with full right turn treatment (CHR) |

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4. Concluding Statement

ptc. has undertaken a road safety review for this project in accordance with the methodology outlined in Section 1 of this report.

Issues identified have been noted in this report for the Project Manager to review, assess, and where appropriate, make the necessary recommendations to improve safety.

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9.1.3 ACQUISITION OF LAND - RFS SHED MICHELAGO

Record No:

| | |
|-----------------------------------|--|
| Responsible Officer: | Chief Operating Officer |
| 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: | 1. Copy of Licence Michelago Fire Shed (<i>Under Separate Cover</i>) - Confidential |
| Cost Centre | |
| Project | PJ 190032 RFS Michelago |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

A report was presented to Council on 7 March 2019 for the construction of the Michelago Rural Fire Shed; the decision of Council was to enter into a 5 year Lease with Transport for NSW. Within the lease, Schedule 3 - Special Conditions contains the following clause:

(a) The Licensor and the Licensee note that, the Licensee has indicated that, upon completion of the Works, it intends to acquire the Licensed Area pursuant to its power under the Act prior to the Expiry Date set out at Item 5 of Schedule 1.' The Expiry Date is 27 June 2024.

The purpose of this report is to gain the necessary Council resolution to facilitate the purpose of Compulsory Acquisition as per the above clause. (copy of Licence attached)

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

OFFICER'S RECOMMENDATION

That Council

- A. Proceed with the compulsory acquisition of the Land described as part Lot 5405 DP 1244970 Land fronting Ryrie Street, Michelago between 369.945 Km and 370.000 Km and having an area of approximately 1,162.6m² for the purpose of Rural Fire Shed in accordance with the requirements of the *Land Acquisition (Just Terms Compensation) Act 1991*;
 - B. Make an application to the Minister and the Governor for approval to acquire part Lot 5405 DP 1244970 Land fronting Ryrie Street, Michelago between 369.945 Km and 370.000 Km and having an area of approximately 1,162.6m² by compulsory process
-

under section 186(1) of the Local Government Act 1993;

- C. Classify the land as operational land in accordance with the Local Government Act 1993;
- D. Note that this acquisition is not for the purpose of resale; and
- E. Authorise CEO to sign any documentation required for this Acquisition process;

BACKGROUND

Councils Resolution from its meeting of 7 March 2019 is as follows:

COUNCIL RESOLUTION

91/19

That Council :

- A. Enter into a 5 year lease with Transport for NSW via their agent John Holland Rail;
- B. Agree to purchase the property through the Land Acquisition (Just Terms Compensation) Act 1991 at Valuer General's valuation within the 5 year period;
- C. Seek grant funding for the purchase of land purchase;
- D. Accepts the lowest lump sum tender price from Cooma Steel Pty Ltd in the total lump sum amount of \$225,657.27 (Excl.GST) [\$248,223.00 (Incl.GST)] and award Contract 058/2019 for the construction of the Michelago RFB Shed and Site Works to Cooma Steel Pty Ltd
- E. Accepts the lowest lump sum tender price from HOMZ4U Pty Ltd Trading as Illustrious Homes in the total lump sum amount of \$65,352 (Excl.GST) [\$71,887.20 (Incl.GST)] and award Contract 057/2019 for the construction of the Michelago RFB Shed Building Fitout to HOMZ4U Pty Ltd Trading as Illustrious Homes, and
- F. Authorise the expenditure and allocate an amount of \$291,009.27 (Excl. GST) \$320,110.20 (Incl.GST)] in the 2019 Financial Year Budget with funding to be provided from multiple year allocations from the Rural Fire Fighting Fund for which Council has been formally advised in writing is available for these works.

Unfortunately the above resolution does not contain the correct wording to enable a Compulsory Acquisition process to occur. This report and recommendations amend that wording.

The Lease is already in-place and therefore the Compulsory Acquisition process is required to be completed by 27 June 2024.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

This facility provides a much needed resource to support the community and provide the community with a greater feeling of security in the protection of people and community assets.

2. Environmental

The environmental factors were addressed during the development assessment process.

3. Economic

As per the Resolution from 7 March 2019 where Council agreed to purchase the property through the Land Acquisition (Just Terms Compensation) Act 1991 at Valuer General's valuation within the

5 year period. The compensation will be determined by the Valuer General at the time of compensation.

4. Civic Leadership

This RFS shed is consistent with Council's emergency services commitments as expressed in the relevant management plans.

A sustainable region has inspiring civic leadership, which includes all levels of government, community and businesses providing leadership, and acting in the boarder interests of the community.

9.1.4 MONTHLY FUNDS MANAGEMENT REPORT - MAY 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 May 2020.

Cash and Investments are \$80,544,038.

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 May 2020; and
- B. Receive and note the Certificate of the Responsible Accounting Officer.

BACKGROUND

Council's Cash and Investments 31 May 2020:

| | |
|--------------|------------|
| Cash at Bank | 2,033,534 |
| Investments | 78,510,504 |
| Total | 80,544,038 |

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.

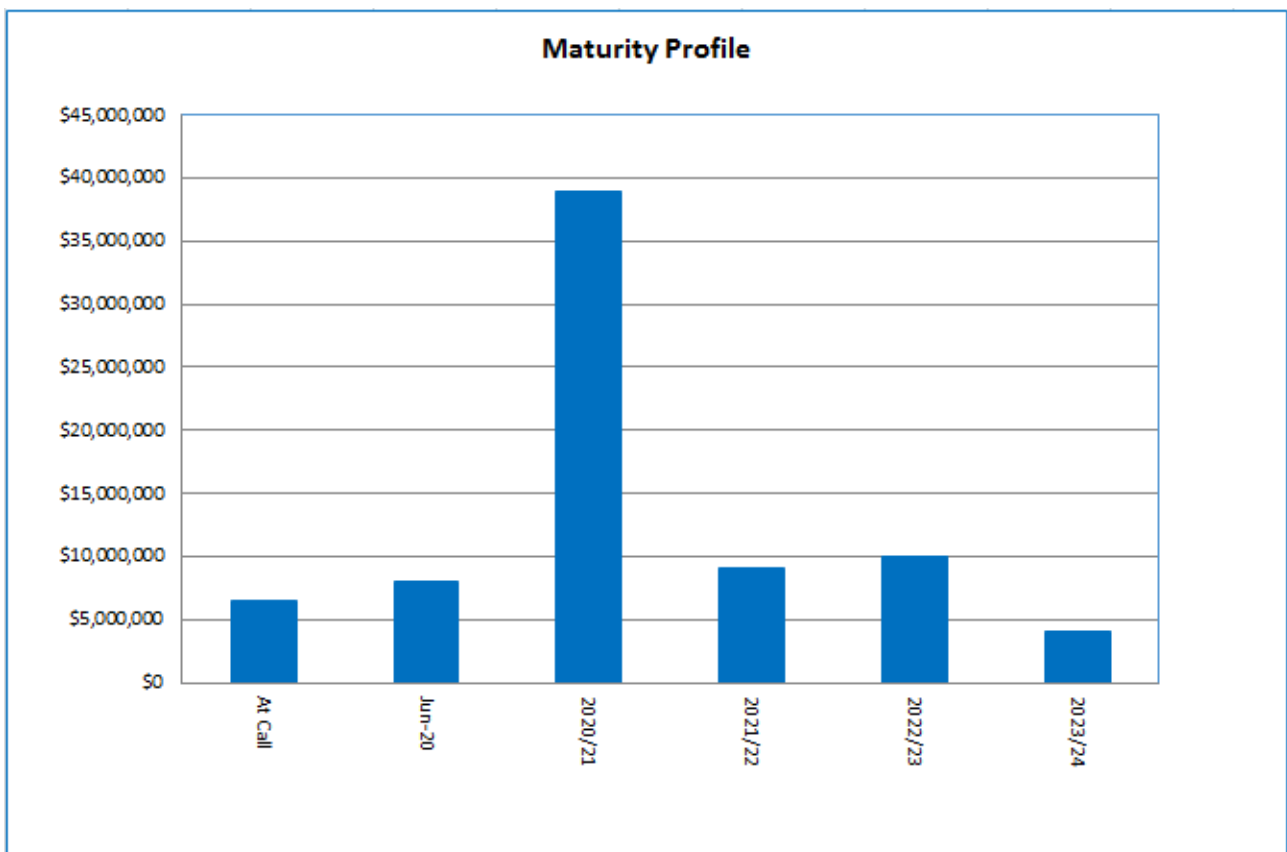
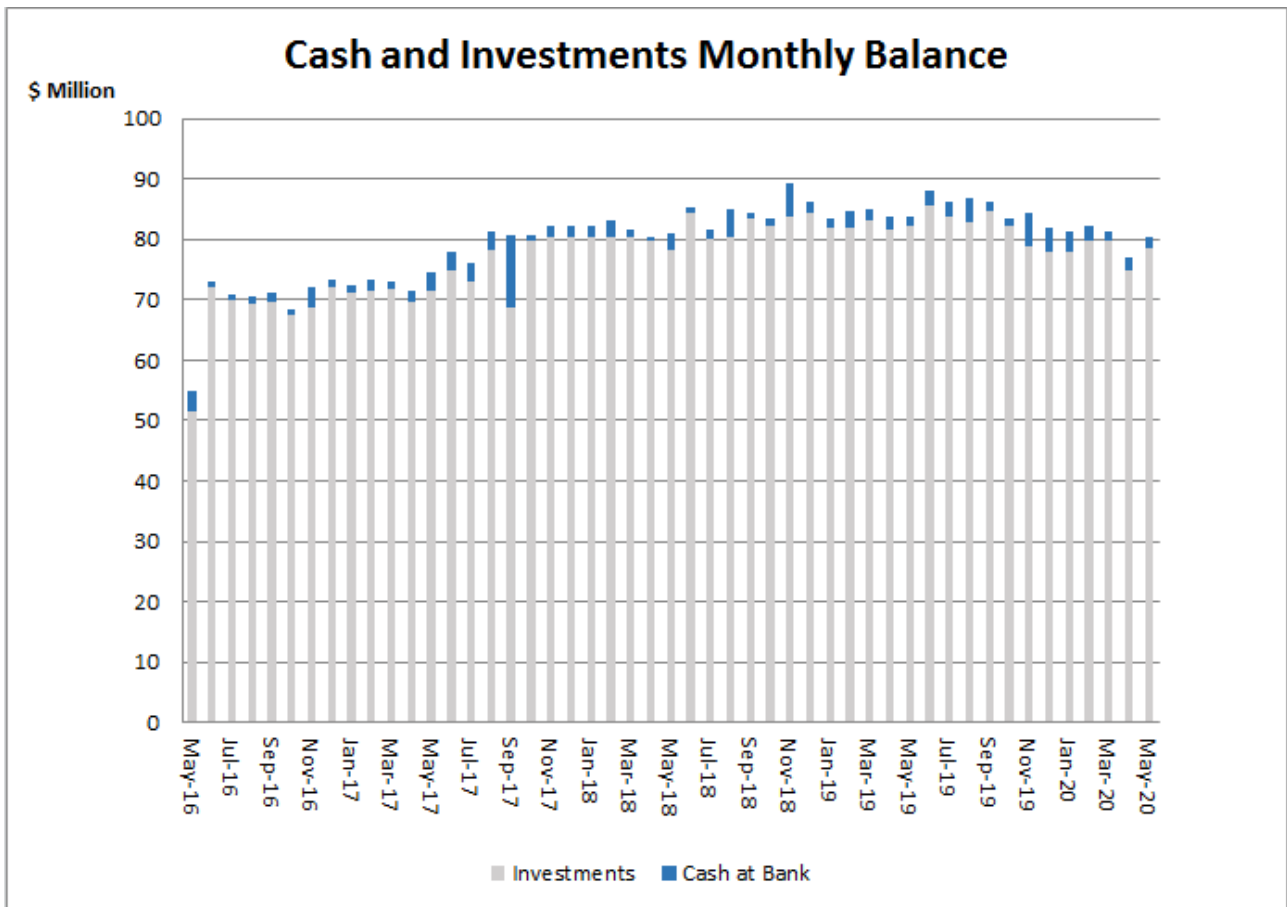
3. Economic

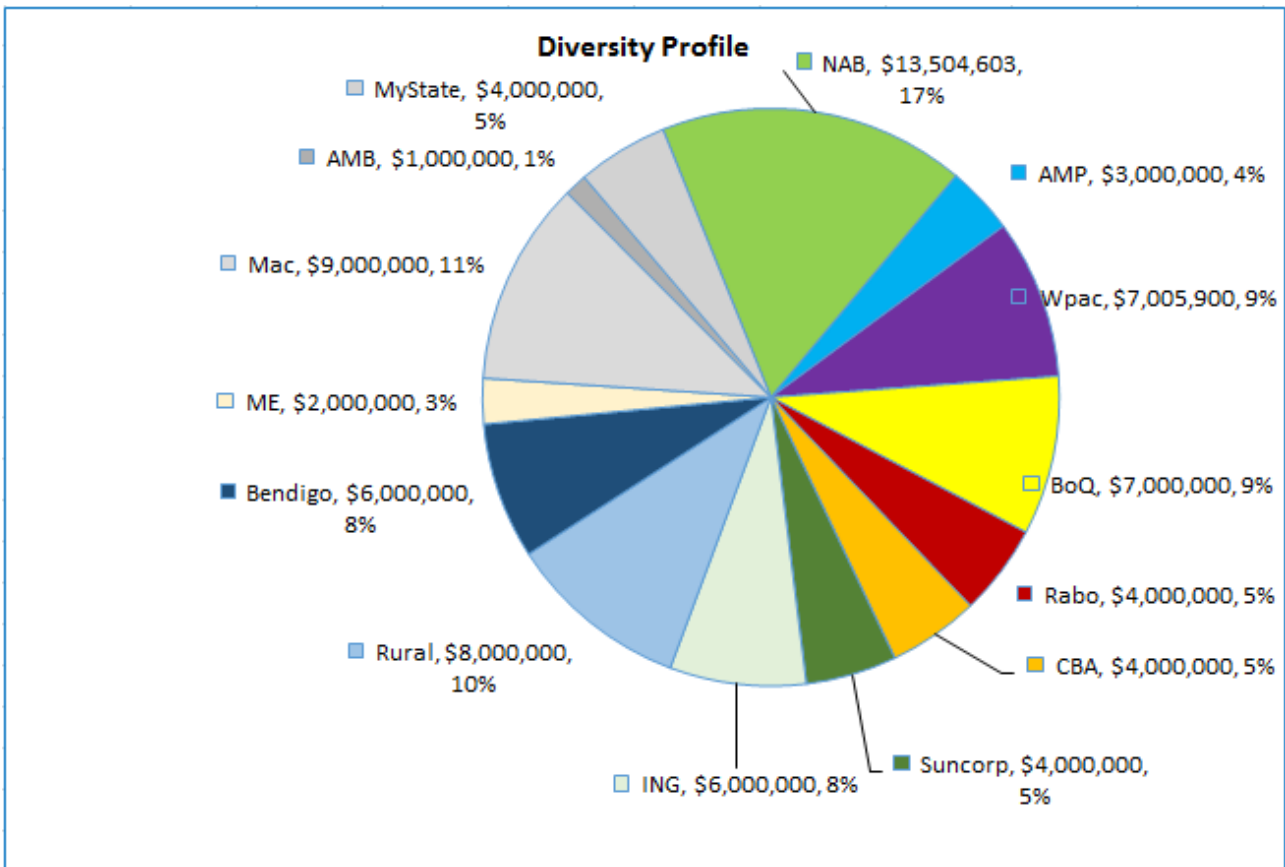
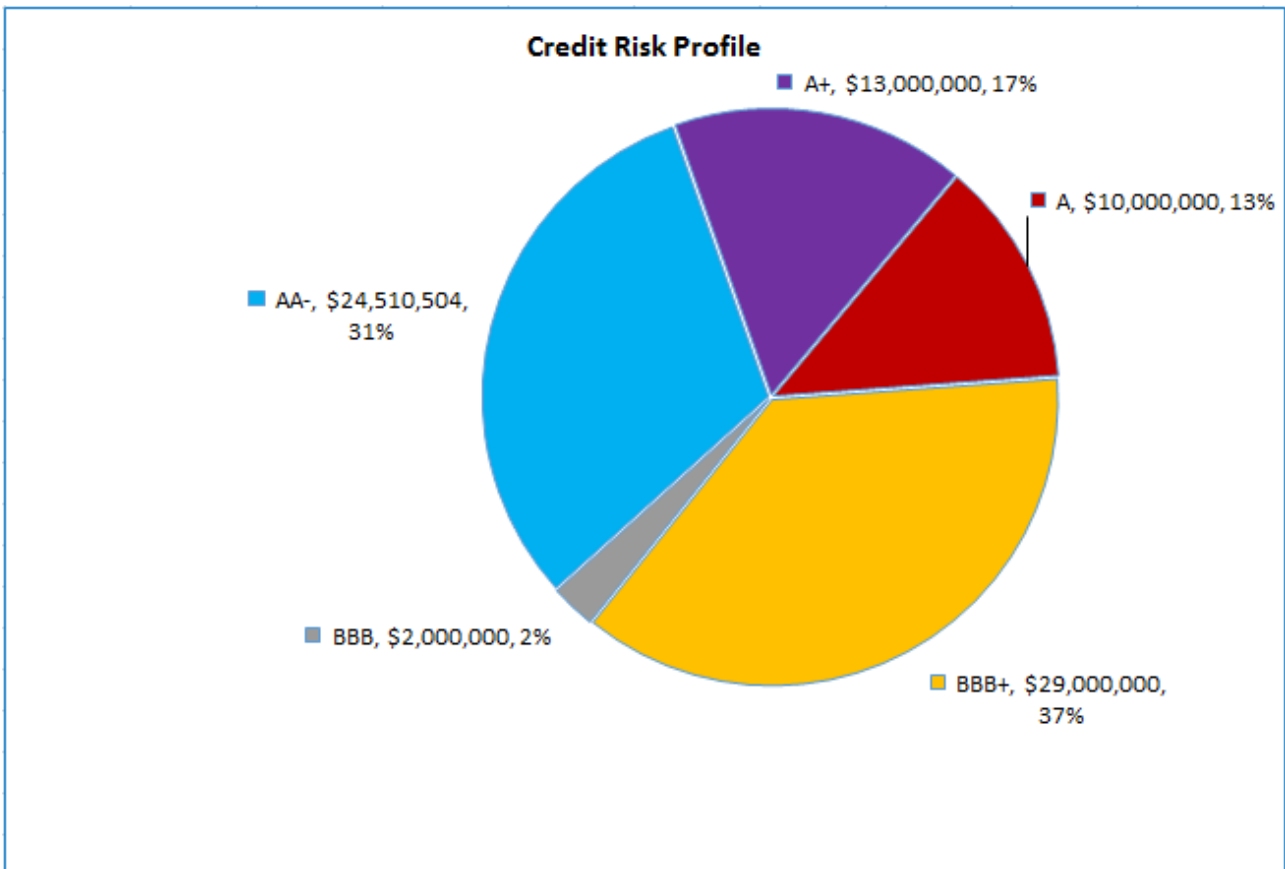
Total investments for Snowy Monaro Regional Council were \$78,510,504 on 31 May 2020.

Investment Register – 31 May 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 | 6,504,603 | 0.65% | At Call |
| n/a | Westpac Bank - At Call | A1+ | AA- | At Call | 5,900 | 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 | 1.05% | 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 14-Apr-20 | Macquarie Bank Limited | A1 | A+ | TD | 5,000,000 | 1.60% | 31-Jul-20 |
| 28-Apr-20 | Suncorp Bank | A1 | A+ | TD | 1,000,000 | 1.20% | 24-Nov-20 |
| | | | | | 78,510,504 | | |

Cash and Investments Charts:





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 (BBSW), 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 |
|-------------|-----------------------|---------------------------------|-------------------|--------|
| May | 2.19% | 1.86% | 0.10% | 1.76% |
| April | 2.23% | 1.94% | 0.10% | 1.84% |
| 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)*

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

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.

9.1.5 YOUTH COUNCIL MEETING MINUTES HELD ON 25 MAY 2020

Record No:

Responsible Officer: Coordinator Economic Development
Author: Youth Officer
Key Theme: 1. Community Outcomes
CSP Community Strategy: 1.4 Youth in the region are supported to reach their maximum potential
Delivery Program Objectives: 1.4.1 Youth of the region are engaged, supported, mentored and trained to be the leaders of tomorrow
Attachments: 1. May Youth Council Minutes
Cost Centre
Project
Further Operational Plan Actions:

EXECUTIVE SUMMARY

The Youth Council met 25 May 2020 via Zoom. The meeting minutes are attached for Council to consider.

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

OFFICER'S RECOMMENDATION

That Council receive and note the minutes of the Youth Council meeting held on 25 May 2020.



Youth Council Committee Minutes

Address: Meeting held via Zoom

Date: Monday 25 May

Time: 10:05am

Minute taker: Youth Council Secretary, Olivia Weston

Present

| Position | Member (Name) | Present/Apology |
|------------------------------------|--|-----------------|
| Chair | Councilor James Ewart | Present |
| Youth Council Mayor | Will Wright | Present |
| Youth Council Deputy Mayor | Josh McMahon | Present |
| Youth Council Secretary | Olivia Weston | Apology |
| Public Relations Officer | Molly Brabham | Present |
| Youth Councillors | Joshua Abrokwah Aaron Penny Alexi Cross Georgia Pond Harry Knowles Lani Holfter Leanne Adams Lucy Cross Molly Brabham Samuel Pevere Will Wright Alex Elgey Charlie Paul Cheyenne Nelson Andrea Bosco | Present |
| Youth Councillors | Elsie Kember Georgia Knowles | Apology |
| Council Staff (non-voting members) | Mel Sass, John Graham | Present |

1. Opening of the Meeting

Councillor Boo Ewart opened the meeting in at 10:06

2. Apologies

Apologies for the meeting were received from: Olivia Weston, Elsie Kember and Georgia Pond

3. Adoption of Previous Minutes

Minutes of the meeting held 27 April were accepted via email. **Carried.**

4. Business Arising from Previous Minutes

- 4.1. Jindabyne Dance & Performing Arts Centre advised of a \$75 credit following payment for the #Rona Campaign dance workshops. Miss Jenni stated the credit could be used for another workshop at a time deemed suitable by the Youth Council.
- 4.2. Youth Councillor Lani Holfter presented at the May Council meeting. Lani outlined the proposed Youth Council Exchange Project, provided a summary of the #Rona Campaign and an overview of the April meeting.

5. Correspondence

In:

- 5.1. Amanda Shepherd (SMRC) – Confirming the Youth Council presentation during the May Council meeting public forum.
- 5.2. Jindabyne Special Activation Precinct (SAP) meeting reminder.
- 5.3. John Graham (SMRC) – Updated design for the RYDER trailer distributed for consideration.

Out:

- 5.4. Public Relations Officer, Molly Brabham – Email to Amanda Shepherd (SMRC) requesting a presentation during the public forum.
- 5.5. Meeting Agenda and Minutes distributed.

6. Reports

6.1. Youth Mayor – Tabled

- Interview with ABC South East regarding young people and COVID-19.
- Networking and attending meetings on behalf of the Youth Council

SNOWY MONARO REGIONAL COUNCIL COMMITTEE MINUTES

6.2. Publicity Relations Officer – Tabled

- Successful in securing a presentation position in the Public Forum at the May Council meeting.

6.3 Secretary – None Tabled

6.4 Youth Development Officer – Tabled

6.4.1 Mel Sass

- HUBGrade Youth Working Group has been appointed to lead the delivery of the upgrade at The Hub Youth Centre.
- Attended the Jindy Special Activation Precinct meeting along with YDO John Graham and local youth.
- Seeking grant funding to roll out “Y Packs” which will provide support for at-risk young people during the covid-19 pandemic. The Packs will be distributed to vulnerable children and young people through youth services and high schools. Project being delivered in partnership with the YMCA

6.4.2 John Graham

- Partnering with Barnardos to launch a Breakfast Club program at Jindabyne Central School. Details to be confirmed.
- Planning for the RYDER trailer is moving forward. Draft design forwarded to the Youth Council for feedback and consideration.

6.5 Chair – Tabled

- 7 Noted that Lani’s presentation was well received by the Councillors.

Motion: That the Youth Council accept the reports as tabled. **Carried. All in favour.**

7. Presentations

- 7.1. No presentations this month

8. General Business

8.1. 2020 Youth Council Term

- Discussed extending the Term of the Youth Council Committee an additional month, in order to deliver the Youth Council Exchange Project.
- **Motion:** That the term of the 2020 Youth Council be extended to December. **Carried. All in Favour**

8.2. Back to School

SNOWY MONARO REGIONAL COUNCIL COMMITTEE MINUTES

- Most students in the region have returned to school full-time this week. Discussed the potential issues that will arise for vulnerable and marginalised young people who spent time at home during the pandemic.
- Mel Sass asked the Youth Council to “keep an eye out” for emerging issues and unmet needs among their peers and to report back on ideas of how Council staff can intervene to create better outcomes.

8.3. Youth Council meetings

- Given the restrictions on gatherings have eased; the Youth Council discussed whether to continue using Zoom or return to face-to-face meetings.
- Discussed whether meetings should be held during school hours or after school. Pros and cons considered. Noted that there’s no one time that will work for everyone, every time.
- Discussed modelling the Youth Council meeting on the Council meetings, with some Youth Councillors attending the Chambers and others connecting using Zoom.

Motion: That the Youth Council meetings will be held in the Cooma Chambers at 10am on the 4th Monday of each month. **14 for, 1 against. Carried.**

Motion: That Zoom be made available for Youth Councillors who cannot attend in person. **Carried. All in favour.**

Action: Mel to liaise with Council’s IT team to make Zoom available in the Council Chambers for meetings going forward.

9. General Business not on notice

9.1. Mel Sass – ‘Raspberry Pi’

- Raspberry Pi is a social start-up seeking to make technology accessible to everyone through low cost computer kits. The company has designed a tiny desktop computer that comes as a “flat pack” and needs to be put together by the purchaser (like lego). The kit can be purchased for \$35.
- Mel Sass asked the Youth Councillor’s to research Raspberry Pi and provide feedback. Should the model deemed simple enough to use, the YDO team will explore the purchase of several kits for a local project.

9.2. John Graham – Jindabyne Youth Group

- John is working with Barnardos to launch a Jindabyne based youth group. The group will work in an informal manner to plan events and activities for Jindabyne. The first meeting is planned for 3:30pm at the skatepark. All welcome.

9.3. Young Writers Group

- Harrison Wares, who hosted the Writing Workshops during the #Rona Campaign has approached the Youth Council with a concept to see the project continue.
- Harrison drafted a project proposal for consideration.

Action: Mel to forward the proposal to the Youth Council for feedback.

SNOWY MONARO REGIONAL COUNCIL COMMITTEE MINUTES

10. Project Updates

10.1. SMYC Apparel

- SMYC Apparel is the Youth Council's clothing brand which seeks to create a sustainable budget for youth projects in the region.
- Promotional materials are being circulated on social media and the merchandise is now available for purchase online (through Facebook and Instagram).

Action: Youth Councillors to help promote the initiative by sharing posts on their personal social media pages.

10.2. HUBGrade

- \$169,000 upgrade to The Hub Youth Centre in Cooma, with funding from the Stronger Country Communities Fund.
- Applications have closed for the Youth Working Group who will guide the project. 15 young people have been appointed. The first planning meeting to be held Tuesday 2nd June at The Hub.
- Discussions with Council's heritage consultant expected to take place in the coming days.

10.3 RYDER Project

- The Regional Youth Development Education and Recreation (RYDER) Project seeks to bring youth services and activities to the region's towns and villages that are without a designated youth space.
- Seeking additional quotes on the new design for the trailer.
- In discussion with Council's Fleet Team regarding the make and model of the car which should be purchased to tow the trailer.

10.4 Youth Council Exchange Project

- Youth Councillor Lani Holfter provided an update on the Youth Council Exchange Project.
- Sub-Committee meeting was held on Thursday 14th May. The Sub Committee drafted an activities itinerary.
- Lani presented the idea to Council at the May meeting. Council endorsed the motion to pursue the project.

11. Date of next Meeting

The next meeting will be held 22 June

12. Close of Meeting

There being no further business the meeting concluded at 11:58

CHAIRPERSON

DATE

9.1.6 ARTS AND CULTURE ADVISORY COMMITTEE MEETING MINUTES HELD ON 3 JUNE 2020

Record No:

| | |
|-----------------------------------|--|
| Responsible Officer: | Coordinator Strategy Development |
| Author: | Community Development Planner and Projects Officer |
| Key Theme: | 1. Community Outcomes |
| CSP Community Strategy: | 2.2 Support and promote the arts recognising the broad and diverse contribution it makes to community identity and wellbeing |
| Delivery Program Objectives: | 2.2.1 A range of regional level arts and cultural activities are delivered and promoted in partnership with the community |
| Attachments: | |
| Cost Centre | 2410 |
| Project | |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

The SMRC Arts and Culture Advisory Committee met on 3 June 2020. The minutes of the meeting are attached to this report.

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

OFFICER'S RECOMMENDATION

That Council receive and note the minutes of the Arts and Culture 355 Advisory Committee meeting held 3 June 2020, and adopt the following recommendations:

- A. Communicates with the artists to recommend that they pursue independent funding for the project, such as from corporate sponsors.
- B. Refers the matter back to the Committee in the event that independent funding is secured, for advice and guidance on placement and installation.
- C. Extend the duration of the existing membership to September 2021, in line with the postponed Local Government elections.

BACKGROUND

Recommendation 1 relates primarily to the proposed Torah Bright statue project by artists Gillies and Marc. Council Resolution 97/20 referred the project back to the Arts and Culture Committee for the development of a fundraising program. The Committee discussed the proposal and does not support the project.

This position is not formed on the basis of a lack of support for Torah Bright or her achievements; the Committee stands with Council and the community in recognising the contributions of Torah Bright to snow sports, women's sport, and the Snowy Monaro region. However, the Committee

feels that this specific proposal does not align with any existing or proposed Public Art framework and would be unlikely to be a project of choice if the long term strategic view of Public Art was taken.

Further, the Arts and Culture Committee does not identify fundraising as a role of the Committee, and members felt that as volunteers, they could not commit their time to the development and implementation of a fundraising program.

The Charter does identify the Committee as having a strategic nature and the Committee has begun work on a suite of Public Art and Collections Development documents which will create a more considered approach to the assessment and implementation of potential public art and collections projects. This project pre-dates the current Torah Bright statue proposal and work is ongoing.

The final recommendation relates to the membership term of the current Committee. The Charter provides for a membership term aligned with the Council term. Given the postponement of the Local Government elections, the Committee resolved to continue with its current membership for the extended Council term in line with the Charter rules.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Public Art plays an important role in the development of an arts and culture profile in the community. Public Art pieces contribute to the visual amenity and sense of place in a region, and the development of a framework to guide increased Public Art acquisitions and visibility is a priority for the Arts and Culture Committee.

There is likely to be community support for the installation of a monument in recognition of Torah Bright's achievements. As such, there will likely be some disappointment within the community should the project not go ahead. It is noted that there is a plaque bearing Torah's name and achievements in Apex Park in Cooma.

2. Environmental

There are no direct environmental impacts of this report.

3. Economic

Council Resolution 97/20 recommended the implementation of a fundraising program, along with a financial contribution from Council to the Torah Bright statue project, with an approximate total project cost of approx. \$45,000 - \$50,000 (acquisition plus transport and installation). Adopting the recommendation of the Committee would mean that these costs are not pursued. Previous Officer's Recommendation note there is no budget allocation for this project, and that is "unlikely that it will demonstrate an appropriate level of benefit to the community" (Council meeting 19 March 2020, item 9.1.5).

4. Civic Leadership

The Arts and Culture Committee was established to provide advice to Council on matters relating to arts and culture. The membership reflects a diverse representation of people with an active connection to the Snowy Monaro arts community. Council Resolution 97/20 has given the Committee the opportunity to step into that advisory role and provide their recommendations to Council. It is noted that the proposed Torah Bright statue project has been considered by Council

in March 2020 (Council Resolution 41/20) and May 2020 (Council Resolution 97/20), both times with an Officer's Recommendation that the project not proceed.

The development of a suite of Public Art and Collections Development documents will provide Council and the community with a clear strategic and decision making framework for the acquisition and management of public art and collections into the future.

The retention of the current Committee members for the duration of the Council term will allow the membership to complete the projects it is currently working towards, such as the previously mentioned Public Art and Collections Development suite, the Regional Arts, Creativity and Cultural Discussion Paper, and the proposed Snowy Monaro Arts, Creativity and Cultural Strategic Plan.

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Arts and Culture Committee Minutes

Address: Via Zoom

Date: Wednesday 3 June 2020

Time: 4pm – 6pm

Agenda Items

| | | |
|----------|---|---|
| <u>1</u> | <u>Opening of the Meeting</u> | 2 |
| <u>2</u> | <u>Apologies</u> | 2 |
| <u>3</u> | <u>Adoption of Previous Minutes</u> | 2 |
| <u>4</u> | <u>Conflicts of Interest</u> | 2 |
| <u>5</u> | <u>Committee Business</u> | 2 |
| | <u>5.1 Presentation from Sats Kramer – Music NSW</u> | 2 |
| | <u>5.2 Updates from previous meeting</u> | 3 |
| | <u>5.3 Community arts and culture facility in Cooma</u> | 4 |
| | <u>5.4 Other business</u> | 4 |
| <u>6</u> | <u>Action Sheet</u> | 4 |
| <u>7</u> | <u>Date of next Meeting</u> | 5 |
| <u>8</u> | <u>Close of Meeting</u> | 5 |

1 Opening of the Meeting

The Chair, Councillor Sue Haslingden, opened the meeting at 4:06pm and acknowledged the Traditional Custodians of the region with respect to Elders past and present.

| Members | Present | Apology | Absent |
|---|---------|---------|--------|
| Sue Haslingden, SMRC Councillor | ✓ | | |
| Andrew Gray, South East Arts | ✓ | | |
| Donna Smith, SMRC Tourism and Events Manager | | | ✓ |
| Kristy Harvey, SMRC Community Development Planner | ✓ | | |
| Caroline Fox, Community Representative | ✓ | | |
| Anthony Sillavan, Community Representative | ✓ | | |
| Merilyn Minell, Community Representative | ✓ | | |
| Ben Eyles, Community Representative | ✓ | | |
| Lisa Matthes, Community Representative | ✓ | | |
| Pip Ryan, Community Representative | ✓ | | |
| Observers | | | |
| Shannon Payten-McDonald, Snowy Writers Group | ✓ | | |
| Mark Adams, SMRC Coordinator Economic Development & Tourism | ✓ | | |

2 Apologies

No apologies were received

3 Adoption of Previous Minutes

The minutes of the previous meeting held 25 March 2020 were confirmed as an accurate record.

Moved: Lisa Matthes

Seconded: Merilyn Minell

4 Conflicts of Interest

Nil disclosed

5 Committee Business

5.1 Presentation from Shannon Payten-McDonald

- Shannon is passionate about creating connections in the community and has recently formed the Snowy Monaro Writers Group, an informal group with a focus on creative writing. The group had its first meeting in March and has been coming together via Zoom during the COVID restrictions period. Approx. 12 people have formally joined the group and most of the work right now is around setting expectations and building momentum.

- A number of people have expressed an interest in writing as an avenue of working through bushfire related trauma. There is the potential to seek funding to run this kind of project with support from an experienced trauma practitioner. A number of funding options were discussed.
- Shannon noted that while writing through trauma is an avenue they're exploring right now, it's not the sole focus of the group and all writers are welcome to join in. Shannon noted that there are other writing groups in the region, such as Snowy Ink in Jindabyne, and that there is a real opportunity for writers to come together in our region.

Action: Committee to get in touch with Shannon as appropriate

Action: Kristy to connect Shannon with opportunities through the bushfire recovery committees.

5.2 Updates from previous meeting

Action Sheet – meeting 25 March 2020

| Item | Action | Outcome |
|--------------|--|--|
| 5.1 | Clarify whether the Centennial Park band shell works include equipment upgrade | The concept plan does not include equipment upgrade |
| 5.1 | Clarify and if appropriate promote the rules around public busking in the Cooma CBD | Awaiting official information |
| 5.1 | Review small halls 355 Management Committees to see if relevant communities have an interest in supporting live music events | Suggestion to approach all Halls Committees in the interests of fairness. KH to follow up. |
| 5.1 | Identify and lobby for increased arts and cultural representation on Go Jindabyne Community Advisory Forum | Pip Ryan currently participates. Further discussion below. |
| 5.2 | Aim to have Discussion Paper to May Council meeting | To be discussed |
| Carried over | Contact Bronwyn Wright re: repair of Bombala Shearer | Carried over – Sue to follow up |

Representation on the Jindabyne Special Activation Precinct Community Advisory Group:

Pip has been participating in presentations from the project team. It was acknowledged that it is important to keep arts and culture, and related infrastructure, within the discussion. The Committee sees an opportunity to increase representation and keep the ideas flowing. There is also the opportunity to further reinforce the link between arts and tourism.

It was noted that the relationship between the project team and Council is pretty solid and that there is further opportunity for advocacy in that relationship.

Action: Committee members to give formal feedback on SAP processes to Mark via email to be shared with SAP project team

Action: Mark to request an invitation to future SAP Community Advisory meetings be extended to Ben and Lisa

5.3 Torah Bright statue proposal

Council was approached by the artists Gillies and Marc to include Torah Bright in their Great Australian Women series. This project would see a bronze statue of Torah created in recognition of her contribution to women’s snowsports. The statue, along with statues of other influential Australian women, would be featured on the Riverwalk by Melbourne’s Crown Casino for a 6 month period before being transported to its permanent location, in this case somewhere in the Snowy Monaro region.

The proposal requests funding support from the Snowy Monaro region of approx. \$30,000 plus transport and installation costs of approx. \$10,000 - \$15,000. At its May meeting, Council resolved as follows:

COUNCIL RESOLUTION

97/20

That Council

- A. Refer the matter to the arts and cultural committee for the development of a fund raising programme for a statue to commemorate Torah Bright, and
- B. Determine to provide matching funding to 30 cents for every dollar raised.

Moved Councillor Corbett

Seconded Deputy Mayor

Miners

CARRIED

The Committee has no opposition to the sculpture in principle however identified the following issues:

- Fundraising is outside of the scope of the Committee as defined by its Charter and the members expectations. Members are predominantly volunteers who do not have the capacity to invest their time in a fundraising effort.
- The procurement process for this proposal has happened in reverse; Council has been approached by an artist to support a project which Council has not identified as a priority or potential opportunity.
- The Committee questioned whether this project would fit with proposed / best practice acquisition guidelines; for example, would this piece be commissioned if the concept came from a local recommendation, would this specific artist be chosen, would the medium be different?
- Independent sources of funding, such as corporate sponsorship, are likely to be a more appropriate fit for this specific project.
- If funding is found elsewhere, and the sculpture/statue goes ahead, the project should come back to the committee for advice and guidance on placement and installation.

It was noted that Council does not have a Public Art / Collections Development policy at this time. These policies are to be developed by the Committee in coming months. Such policies will guide

the acquisition, placement, funding, engineering specifications and maintenance program for
Public Art and Collections.

The Committee recommends as follows:

Recommendation 1

That Council:

- A. is informed that the Committee is not in a position to support this particular project. The Committee does not see fundraising as part of its role as defined in the Charter, and further are unable to commit to conducting fundraising programs given their voluntary capacity and availability.
- B. communicates with the artists to recommend that they pursue independent funding for the project, such as from corporate sponsors.
- C. refers the matter back to the Committee in the event that independent funding is secured, for advice and guidance on placement and installation.
- D. is informed that the Committee is working on a suite of Public Art and Collection Development documents, including policies and procedures, which will inform the acquisition, placement, funding, engineering specifications and maintenance program for Public Art and Collections. This suite will provide a strategic framework for decision making regarding future opportunities to establish Public Art and Collections.

5.4 Regional Arts, Creativity and Cultural Discussion Paper

The draft Discussion Paper was considered by the Committee and it was decided to meet once more to refine some of the language and adopt the paper for submission to Council.

Action: a specific meeting to finalise the paper to be held via Zoom on 23 June from 4pm

5.5 Any other business

Development of Public Art and Collections Development documents. The draft Public Art Policy has previously been distributed. It includes reference to the existing Development Contributions Plan levies for the former Snowy River region. Further work will need to be done on the suite of documents for presentation to Council. It was noted that the Committee supports the inclusion of levies in the development of any new/harmonised Developer Contributions Plan and would like to be consulted during the development of any such Plan.

Action: Kristy to recirculate draft Public Art Policy and develop accompanying documents

Action: Mark to inform the Committee of the current DCP provisions and the implications on future Public Art projects.

Continuation of existing Committee membership in line with Local Government elections

The Charter identifies that the membership term for the Committee is aligned with the Local Government election cycle. The Committee originally intended to end its term with the Local Government elections in September 2020. The election has been postponed by the NSW Government until at least September 2021, with possible extension to December 2021.

The Committee resolved to continue its membership term for the duration of the current Council term, to at least September 2021, as per the Charter.

Recommendation 2:

That Council is informed of the Committee's resolution to extend the duration of the existing membership to at least September 2021, in line with the postponed Local Government elections.

6 Action Sheet

| Item | Action | Who |
|------|---|-----|
| 5.1 | Action: Committee to get in touch with Shannon as appropriate | All |
| 5.1 | Action: Kristy to connect Shannon with opportunities through the bushfire recovery committees. | KH |
| 5.2 | Action: Committee members to give formal feedback on SAP processes to Mark via email to be shared with SAP project team | All |
| 5.2 | Action: Mark to request an invitation to future SAP Community Advisory meetings be extended to Ben and Lisa | MA |
| 5.4 | Action: a specific meeting to finalise the paper to be held via Zoom on 23 June from 4pm | All |
| 5.5 | Action: Kristy to recirculate draft Public Art Policy and develop accompanying documents | SH |
| 5.5 | Action: Mark to inform the Committee of the current DCP provisions and the implications on future Public Art projects. | |

7 Date of next Meeting

Discussion Paper: 23 June 2020

Regular meeting: 12 August 2020

8 Close of Meeting

9.1.7 RE-ACCREDITATION OF YALLAMBEE LODGE AND PWC BUSINESS ADVISORY SERVICE REPORT

Record No:

| | |
|------------------------------|---|
| Responsible Officer: | Chief Operating Officer |
| Author: | Manager Community Services |
| Key Theme: | 1. Community Outcomes |
| CSP Community Strategy: | 1.2 High quality community support and residential aged care services are available and accessible to residents across the region |
| Delivery Program Objectives: | 1.2.2 Council strategies recognise the growing demand of residential aged care services |
| Attachments: | <ol style="list-style-type: none">1. Re-accreditation decision (<i>Under Separate Cover</i>)2. Performance Report (<i>Under Separate Cover</i>)3. Plan for Continuous Improvement (<i>Under Separate Cover</i>)4. Yallambee Lodge performance report - response from Snowy Monaro Regional Council Independent Nurse Advisor (<i>Under Separate Cover</i>)5. PwC Business Advisory Service draft report (<i>Under Separate Cover</i>) |

Cost Centre

Project

Further Operational Plan Actions:

EXECUTIVE SUMMARY

The purpose of this report is to provide Council with an update in regard to the accreditation status of Yallambee Lodge, and to provide for the information of Council the PwC Business Advisory Service draft report.

Yallambee Lodge was due to be reaccredited in accordance with the *Aged Care Act 1997* in May 2020 and was subjected to a site audit conducted by the Aged Care Quality and Safety Commission (ACQSC) 10, 11 and 12 March 2020. Subsequently on 4 May 2020, Council received confirmation that Yallambee Lodge was reaccredited for a period of 12 months. A performance report was also provided with the reaccreditation advice, along with a requirement to prepare and submit a Plan for Continuous Improvement. The performance report has subsequently been released on the Commission's website. This Officer's report also provides context around previous accreditation decisions, performance and a response from Snowy Monaro Regional Council's Independent Nurse Adviser.

In February 2019, the Commonwealth Government announced as part of the \$662m aged care package to support older Australians, the provision of accounting and business advisory services for both residential and home care service providers. PwC was commissioned by the Department of Health to provide accounting and business advisory services at no cost to approved providers of residential and home care services to help them review and assess their operations and provide advice on business management and financial strategies.

Snowy Monaro Regional Council made use of these services. The draft report is presented for the information of Council.

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

OFFICER'S RECOMMENDATION

That Council receive and note this report and the:

- A. Yallambee Lodge reaccreditation decision
- B. Yallambee Lodge performance report
- C. Yallambee Lodge Plan for Continuous Improvement
- D. Yallambee Lodge performance report – response from Snowy Monaro Regional Council Independent Nurse Adviser
- E. PwC Business Advisory Service draft report

BACKGROUND

Yallambee Lodge Re-accreditation

Snowy Monaro Regional Council is the registered provider of Yallambee Lodge in Cooma. Every three years, an approved provider must achieve accreditation against the Aged Care Quality Standards. Up until November 2018, Yallambee had a history of full compliance against the Quality Standards that were in force at the time. In November 2018, Yallambee was subjected to an unannounced visit by the former Australian Aged Care Quality Agency (AACQA) in response to a complaint, where they were found to be not met in the areas:

1: Management systems, staffing and organisational development

1.4 Comments and complaints

1.6 Human resource management

2: Health and personal care

2.11 Skin care

2.4 Clinical care (not published)

These not met findings, and a finding of serious risk, were formally resolved by 2 May 2019.

On 1 July 2019 the new Aged Care Quality Standards came into force, where the focus was shifted from systems and processes to consumer experience and choice.

Yallambee's accreditation status from the previous term was due for renewal in May 2020. In accordance with this timeline, Yallambee received an unannounced visit from the new Aged Care Quality and Safety Commission on 10, 11 and 12 March 2020. A draft report was provided to the facility for review and response on 27 March 2020. Following the review, a response providing further information was provided. This response resulted in some not met requirements being re-classified as met.

It is important to note that where some requirements were overturned from not-met to met, there is some text related to the overturned requirements that still remains in the performance

report. This is discussed in the attachment “Yallambee Lodge performance report – response from Snowy Monaro Regional Council Independent Nurse Adviser”.

On 4 May 2020, Yallambee Lodge received confirmation that it was to be reaccredited for a period of 12 months. The performance report was also provided with the reaccreditation advice. Despite this decision, Yallambee Lodge has been found to be non-compliant in 11 areas across 7 standards. No case of serious risk has been identified with findings related to areas of the business already highlighted as requiring improvement. A Plan for Continuous Improvement (PCI) was required to be submitted within 14 days. The PCI was sent to the Commission 14 May 2020.

Yallambee’s performance against the new Standards, is not too dissimilar to what the Commission is seeing throughout NSW. The Commission’s Sector Performance Report for January 2020 – March 2020 confirmed that 65.9% of facilities in NSW that had site audits during this period, were found to be not met in one or more requirements.

Although a finding of not met is undesirable, it is important to acknowledge that this is the first time one of Councils residential aged care facilities has been assessed against the new Standards.

Under the old Standards, a notice of non-compliance was issued when multiple failures were evident in one outcome (old language) area. In the new Standards, one failure in one requirement constitutes non-compliance. Hence the measure of compliance against the new Standards is far stricter than the measure of compliance against the previous standards.

The PCI prepared and submitted to the Commission acknowledges there are areas for improvement. As identified in the attached “Yallambee Lodge performance report – response from Snowy Monaro Regional Council Independent Nurse Adviser”, many of the not-met requirements are in the process of being rectified already and will be rectified in the near future. There are some that will be more challenging. The performance report also includes some very concerning language. Again, the “Yallambee Lodge performance report – response from Snowy Monaro Regional Council Independent Nurse Adviser” responds to the most concerning language in the report.

Following release of the accreditation decision and performance report, Council’s Community Services Advisory Committee were briefed (3 June 2020) by Council’s Independent Nurse Adviser and were provided with an opportunity for questions. Likewise, Council was also briefed by the Independent Nurse Adviser on 4 Jun 2020. Initial advice of the reaccreditation decision has been provided to residents, their families and staff, with a more detailed response to be provided to residents and their families in the form of response from Council’s Independent Nurse Adviser.

PwC Business Advisory Service Report

In February 2019, the Commonwealth Government announced, as part of the \$662m aged care package to support older Australians, the provision of accounting and business advisory services to approved providers of residential and home care services to review and assess their organisation, provide advice, business management and financial strategies to support their operations.

PwC has been commissioned by the Commonwealth Department of Health to provide these services and will work with providers that are experiencing financial stress and are concerned about their viability. Snowy Monaro Regional Council has made use of the PwC Business Advisory Service (BAS).

The BAS aims to support service providers in terms of maximising business performance and service viability. The objectives of the project are to:

- enable service providers to review current business operations and advise strategies to support their operations,
- assist service providers to remain viable and accountable to their service costs and pricing,
- enable service providers to share learning and strengthen business capability, and
- enable the Department of Health to better understand the challenges and opportunities in the provider landscape.

The objective of the PwC (including their subcontractor, StewartBrown Chartered Accountants) BAS has been to undertake an independent evaluation of SMRC aged care facilities and their operations and provide advice to support their operations.

The scope of work has included:

- conducting financial analysis
- benchmarking against others in the industry using established industry standards
- reviewing the operations, strategy and governance arrangements of our facilities, and
- outlining an action plan to implement opportunities identified for improvement

The scope of work includes analysis of the accounting and business operations of the organisation but excludes matters relating to service delivery and care. Also, the scope will not constitute an 'audit' or 'review' in accordance with the standards issued by the Auditing and Assurance Standards Board, and accordingly no such assurance under those standards is provided.

In providing the BAS across Australia, some of the themes PwC are identifying include:

- size of providers – smaller providers in regional and rural areas are struggling to sufficiently invest back into the facilities
- government funding not keeping pace with increasing operating costs
- trend toward home care undermining residential care customer base
- high administrative costs for smaller providers due to complex regulatory environment
- competitive regional / rural labour markets

These issues are also impacting on providers in the Snowy Monaro, including Yallambee Lodge and Snowy River Hostel. The draft PwC report is attached for the information of Council. Once the implications of the report are assessed, a further report will be presented to Council.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Community perception of Yallambee Lodge is potentially impacted following the publication of the non-compliance findings. The purpose of this report and the response from Council's Independent Nurse Adviser is to ensure that relevant information is conveyed to the community reaffirming that quality care and services are being provided. The findings of not-met and implementation of the PCI will result in improvements to the care and services provided. Council has an obligation as a provider to meet the needs first and foremost of those residing in its aged care facilities.

Provision of residential aged care is a critical community service to the communities of the Snowy Monaro. The community expects a high level of service to be provided, but this must be in a financially sustainable manner to minimise the financial burden on Council's revenue base.

2. Environmental

Nil environmental impacts.

3. Economic

Improvements identified in the PCI have been captured as projects for the 2019/2020 and 2020/21 financial years. These costs as with additional costs incurred are expected to be offset by grant funding if successful.

The PwC draft report provides an analysis of the cost of providing residential aged care services to the SMRC. Provision of residential aged care is a critical community service to the communities of the Snowy Monaro. The community expects a high level of service to be provided, but this must be in a financially sustainable manner to minimise the financial burden on Council's revenue base.

4. Civic Leadership

Council demonstrates Civic Leadership in undertaking all improvements as listed in the Planned Continuous Improvement document as provided to the Commission.

9.1.8 COOMA REGIONAL SPORTS HUB FUNDING AGREEMENT

Record No:

| | |
|-----------------------------------|--|
| Responsible Officer: | Chief Communications Officer |
| Author: | Recreation Planner |
| Key Theme: | 1. Community Outcomes |
| CSP Community Strategy: | 1.3 Recreation, sporting and leisure facilities encourage all ages to live in an active and healthy lifestyle |
| Delivery Program Objectives: | 1.3.1 Regional level recreation facilities that encourage an active lifestyle are planned for and provided in partnership with other government agencies |
| Attachments: | 1. Attachment A Cooma Sports Hub Funding Agreement (<i>Under Separate Cover</i>) - Confidential 2. Attachment B- Draft Concept-Facility location (<i>Under Separate Cover</i>) - Confidential |
| Cost Centre | 7020 |
| Project | Cooma Regional Sports Hub |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

In March 2019 the Deputy Premier and member for Monaro John Barilaro announced a \$15 million funding commitment for a new sports hub in Cooma. The announcement stated that the project would include a new sports facility located at the Snowy Oval and Monaro High School precinct that will cater for basketball, netball, athletics, AFL, cricket and more. The project has the potential to provide a significant new regional level facility for the community and substantially enhance the 'liveability' of our area. This will in turn help the Snowy Monaro Region be a more attractive place to live, work and visit.

The NSW Office of Sport have prepared a funding agreement for \$15million to design and construct the sports hub (attachment A Funding Agreement). The proposed scope of works includes a 3 court indoor sports facility and synthetic athletics track. The funding agreement between NSW Office of Sport (NSW OoS) and SMRC will need to be signed before any further progress can be made. The purpose of this report is to seek Council's endorsement to proceed with the project.

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

OFFICER'S RECOMMENDATION

That Council receive and note this update on the Cooma Sports Hub project and agree to:

- A. Proceed with signing the funding agreement of \$15M to design and construct a 3 court indoor sports facility and synthetic athletics track at the Snowy Oval and Monaro High School Precinct;
 - B. Continue negotiations with Department of Education and Monaro High School for a Joint
-

Use arrangement of the indoor sports facility while maintaining Council's right to withdraw if the long term business case places too much stress on Council's financial viability; and
C. Undertake consultation with the community sporting clubs on the concept design phase.

BACKGROUND

In September 2017 the NSW Department of Education (DoE) approached SMRC with regard to the possibility of a Joint Use arrangement for a new performing arts and sports facility at the Monaro High School (MHS). The opportunity was presented throughout the MHS upgrade project. Both parties discussed the option of MHS funding the performing arts centre and SMRC seeking grant funding for a new sporting facility.

Council were updated on the negotiations with NSW DoE at the Council briefing session held 17 January 2017. A report to the February 2018 Council meeting sought Council's commitment and support for the project. Council agreed to proceeding with seeking funding opportunities for the sporting facility and to continue pursuit for a binding joint use project agreement with DoE.

Council's Economic and Tourism Development team proceeded with undertaking a concept plan and business case for a grant funding application. The scope included a basic concept and high level costing for a 3 court indoor sports facility and synthetic athletics track located at MHS. The scope of works was costed at \$20M. Unfortunately Council were not successful in receiving grant funding at this time.

In March 2019 the member for Monaro John Barilaro announced a \$15 million funding commitment for a new sports hub in Cooma should the NSW state government be re-elected. The government was re-elected and are honouring this pre-election commitment. The NSW office of Sport have presented a funding agreement for \$15M for Council approval. The Agreement specifically includes the following key deliverables;

- Detail design and construction of a triple court sports hall and 400m synthetic athletics track
- Total funding budget of \$15M
- Delivery by January 2023

The Funding Agreement includes a special condition to stage the delivery of project. This condition will ensure the project does not go over budget.

The project will need to be re-scoped to fit within the \$15M budget allocation. The Concept Design phase is underway at present and is being funded from Council's Recreation Planning budget. All other costs associated with the project are included as part of the grant funding agreement. Initial planning and discussion has taken place with a Project Working Group (PWG) during the development of the Funding Agreement. The PWG consists of a member from each agency which includes:

- NSW Office of Sport
- SMRC
- NSW Schools Infrastructure

- Monaro High School Principal
- Architect/Design consultant

The attached concept diagram shows a possible design scenario that ensures all sporting clubs and user groups can be catered for (attachment B Draft Concept plan- Facility Location option). The current draft concept includes the indoor sports facility on the MHS land. All other facilities would be located within the Snowy Oval precinct and adjoining Council land.

A Joint Use Planning Agreement between SMRC and NSW DoE would be required for the on-going management of the indoor sports facility. This presents a significant saving for Council as the operational and maintenance costs would be shared with the NSW Government.

Consultation with the local sporting groups and broader community will be an important part of the project. A Community Working Group has been formed. This currently consists of the president or secretary from each sporting club (Netball, basketball, AFL, Cricket, athletics, tennis). Providing Council are supportive of proceeding with the funding arrangement the next steps will be as follows:

- Present the draft concept diagram to the Community Working Group for feedback
- Joint Media release with all agencies
- Present feedback on facility location to PWG
- Architect to continue with next stage of concept plan
- Further consultation with Council and Community
- Completion of concept design
- Tender for detail design
- Tender for construction

As the funding is being provided by the NSW government and was an election commitment from the local member, Council has been advised that he may wish to make public announcements regarding progress of the project from time to time.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

The Cooma Sports Hub project will provide a significant new regional level facility for the community. This will substantially enhance the 'liveability' of the area, which will in turn help us be a more attractive place to live, work and visit.

Undertaking a Joint Use Planning Arrangement with NSW DoE for the indoor sports facility presents an opportunity for significant saving to Council's operational and long term maintenance costs for this kind of facility. The sports hall will be designed to ensure the whole community can access the facility at a needs basis.

2. Environmental

The proposed new facilities would be located in a precinct which is close to town yet sufficiently distant from most residential dwellings as to have a minimal impact on amenity. The site is zoned R2 – Low Density Residential and RE1- Public Recreation under the provisions of *Cooma-Monaro*

Local Environmental Plan 2013. The proposed Cooma sports hub will have minimal impact on the environment. The new facility will follow design principles to mitigate any potential environmental issues. Construction will be undertaken at a high standard to ensure long term maintenance costs and environmental impacts are minimal.

3. Economic

The Funding Agreement from NSW Office of Sport includes a total budget of \$15M for the delivery of the sport hub project. This budget will include all costs associated with the detail design and construction.

A total of \$70,000 has been committed from Council’s Recreation Planning budget to undertake a concept plan. The project required re-scoping to fit within the project budget of \$15M.

It would also be anticipated that the design of the new facilities would incorporate energy efficiency measures and solar panels to offset some or all of the maintenance costs of the buildings.

| Estimated Expenditure | Amount | Financial year | Ledger | | Account string | | | | | | | | | | | | | | |
|-------------------------|----------|----------------|--------|---|----------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| \$70 000 | \$70 000 | 2019/20 | G | L | 1 | 0 | 7 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 6 | 3 | 3 | 0 | 4 |
| Funding (Grant Funding) | Amount | | Ledger | | Account string | | | | | | | | | | | | | | |
| | \$15M | | | | | | | | | | | | | | | | | | |

4. Civic Leadership

Council were updated on the negotiations with NSW DoE at the Council briefing session 17 January 2017. A report to the February 2018 Council meeting sought Council’s commitment and support for the project. Council agreed to continue working with DoE on a potential joint use project agreement and to proceed with seeking grant funding.

9.3.1 SNOWY MONARO REGIONAL COUNCIL TRAFFIC COMMITTEE REPORT

Record No:

Responsible Officer: Chief Operating Officer
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 28 May 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.

OFFICER'S RECOMMENDATION

That Council receive and note the minutes of the meeting and adopt the following recommendations:

- A. The installation of a LOADING ZONE in a section of Caveat Street Bombala, between Therry Street and Maybe Street (Monaro Highway);
- B. That the LOADING ZONE operates between the hours of 7:30 am and 5:00 pm Monday to Friday;
- C. The line-marking of 45° Rear-to-Kerb parking spaces in Caveat Street between Therry Street and Maybe Street (Monaro Highway);
- D. Conditions to be set on the approval of the Section 138 Application;
- E. Approve the request by Coast to Kosci Ultramarathon to conduct this event on Council roads between 4 December 2020 and 6 December 2020, on the understanding that there will be no closure of any Council roads;
- F. Organisers of the Coast to Kosci event are required to provide an updated Certificate of currency for and; and
- G. Organisers of the event to note Snowy Monaro Regional Council as the interested party for the event.

LOCAL TRAFFIC COMMITTEE – HELD ELECTRONICALLY ON 28 MAY 2020.

| | |
|---------------------------|---|
| Mr Graham Hope | Chair, SMRC Road Officer |
| Jesse Fogg | Roads & Maritime Services (RMS) Representative |
| Sgt Adam Kite | NSW Police Force Representative |
| Councillor Sue Haslingden | Councillor Representative |
| Mrs Judie Winter | Local MP Representative |
| Amanda Shepherd | Secretary Council & Committees |

4.1 LOCAL TRAFFIC COMMITTEE MEETING 26 MARCH 2020

OFFICER'S RECOMMENDATION

THAT the minutes of the Local Traffic Committee Meeting held on 26 March 2020 are confirmed as a true and accurate record of proceedings.

Adopted Electronically.

Recommendations of the Local Traffic Committee – 28 May 2020

7.1 Nutrien Ag - Bombala - Loading Zone

OFFICER'S RECOMMENDATION

That Council approve

- A. The installation of a LOADING ZONE in a section of Caveat Street Bombala, between Therry Street and Maybe Street (Monaro Highway),
- B. That the LOADING ZONE operates between the hours of 7:30 am and 5:00 pm Monday to Friday,
- C. The line-marking of 45° Rear-to-Kerb parking spaces in Caveat Street between Therry Street and Maybe Street (Monaro Highway), and
- D. Conditions to be set on the approval of the Section 138 Application.

ADOPTED ELECTRONICALLY

Note 1 Nutrien Ag - Bombala - Loading Zone

Members of the Local Traffic Committee submitted their comments electronically for item 7.1 – Nutrien AG – Bombala – Loading Zone

NSW Police representative: No objections.

Transport NSW Representative: No objections.

Local MP Representative: No objections.

Councillor Sue Haslingden: No objections.

7.2 Coast to Kosciuszko Ultra-marathon

OFFICER'S RECOMMENDATION

That Council

- A. Approve the request by Coast to Kosci Ultramarathon to conduct this event on Council roads between 4 December 2020 and 6 December 2020, on the understanding that there will be no closure of any Council roads;
- B. Organisers of the Coast to Kosci event are required to provide an updated Certificate of currency for and; and
- C. Organisers of the event to note Snowy Monaro Regional Council as the interested party for the event.

ADOPTED ELECTRONICALLY

Note 2 Coast to Kosciuszko Ultra-marathon

Members of the Local Traffic Committee submitted their comments electronically for item 7.2 – Coast to Kosciuszko Ultra-marathon

NSW Police representative: One point which should be brought to the attention of the organisers of the Kosci to Coast Marathon, is it appears that the event is being run December 4th till December 6th 2020, however, their “Liability Certificate” expires on the 28th November 2020. Other than that, there are no objections.

Transport NSW Representative: No objections.

Local MP Representative: No objections, however, noticed that the liability provided for Coast 2 Kosci expires 28/11 and interested party notes old council areas CMSC and SRSC so will need to be amended on new policy to SMRC.

Councillor Haslingden: No objections.

Note: It has been identified that the liability certificate for the event was due to expire on 28 November 2020, and it would be a requirement that a new Certificate of Currency will need to be submitted for the event.

7.3 Monaro Stages Rally 2020

OFFICER’S RECOMMENDATION

That Council receive and note the information in the report on Monaro Stages Rally 2020.

ADOPTED ELECTRONICALLY

Note 3 Monaro Stages Rally 2020

Members of the Local Traffic Committee submitted their comments electronically for item 7.3 – Monaro Stages Rally 2020

NSW Police representative: No objections.

Transport NSW Representative: No objections.

Local MP Representative: No objections.

Councillor Sue Haslingden: Had a read through, and have one little query further to what has already been raised. This is re the rally at Bondi - The Motorsport Australia Permit number is xx.? Do we need a permit number?

Response from Road Safety Officer: There is no competition on Council roads, so a permit number is not required

9.3.2 PROPOSED AMENDMENTS TO SNOWY HYDRO LEASE

Record No:

| | |
|-----------------------------------|---|
| Responsible Officer: | Chief Strategy Officer |
| Key Theme: | 3. Environment Outcomes |
| CSP Community Strategy: | 7.1 Protect, value and enhance the existing natural environment |
| Delivery Program Objectives: | 7.1.2 The significance and protection of the region's natural assets along with the efficient and equitable planning of public services, infrastructure and amenities is provided for in Council's Local Environmental and associated plans |
| Attachments: | Nil |
| Cost Centre | |
| Project | |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

Following the ten year review of the Snowy Hydro license a number of issues were identified. These have been split into two group, those needing more development, and simpler matters that can be adjusted now. There are a range of adjustments proposed, with the overall impacts of the changes seen to be positive. The requirement to develop a public summary of the water operating plan is seen as the change most likely to benefit the community, through increased transparency.

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

OFFICER'S RECOMMENDATION

That Council lodge a submission setting out:

- A. That the information on the minimum quarterly guaranteed water releases should be included in the public information included in the Annual Water Operating Plan;
- B. That Schedule 5 be retained and updated until such time as the NSW Water Register shows the names of water extraction licenses, the purpose of the water extraction to the same level as included in Schedule 5 and allows for licences to be searched on catchments;
- C. Support the inclusion of the clauses for the agreed releases of environmental flows from Mowamba Weir and Eucumbene Dam; and
- D. Council's continued support for releases of water to be managed to ensure the environmental health of the Snowy River system.

BACKGROUND

A review of the Snowy Hydro license has been undertaken. The review identified a number of issues that were seen as needing further investigation before they could be determined. Those issues will be put out for public consultation in 2021.

At this point in time it is proposed to make ten amendments to the Snowy Hydro license.

- 1) **A public summary of the Annual Water Operating Plans (AWOP) to be developed and future Water Consultation Liaison Committee agreements to be included in the plan:** This plan is currently developed but not released to the public. The argument for this was that the report provides information that may place Snowy Hydro at a commercial disadvantage. Under the proposed changes a summary of the AWOP will be made public. This must include:
 - a. the annual guaranteed minimum water release for the Water Year
 - b. the expected Required Annual Release for each Development
 - c. the release volumes that under Schedule Three (Increased Flow Requirements) are required to be included in the Annual Water Operating Plan
 - d. any agreements (other than those excluded by clause 8.3(7)) by the Water Consultation and Liaison Committee regarding matters relevant to the Annual Water Operating Plan; and
 - e. such other information with respect to water releases and diversions as:
 - i. the Licensee thinks fit after consultation with the Water Consultation and Liaison Committee; and/or
 - ii. (other than excluded by clause 8.3(7)) the Ministerial Corporation determines that it reasonably requires having regard to the purpose of this Licence.

The information that will not be included in the summary is the details on a quarterly basis of the guaranteed minimum water releases, subject only to a Prescribed Event, from each of the Developments.
 - 2) **Removal of Schedule 5:** This schedule lists the licensed extractive users within the Snowy catchment. It is argued that the information is otherwise publicly available. While licenses are included in the NSW Water Register, the same level of detail on the licenses is not available in the register as is provided within the Snowy Hydro license. The NSW Water Register does not provide details of who holds the license and provides much less information on the purpose of the water extraction. In addition, the NSW Water Register does not allow for license information to be searched by catchment. This makes the process for determining the uses on a complicated catchment, with many creeks and rivers all near impossible. While it is considered that it should not be the responsibility of Snowy Hydro to make water extraction information readily available, the removal of schedule 5, rather than updating it, has the effect of reducing the information available to the public on this catchment.
 - 3) **Change to information provided on water releases:** The draft license includes a change in the information within the AWOP from setting out the likely range of forecast water releases to the guaranteed minimum water releases. This is considered a reasonable change, based on the fact that estimated release figure ranges are more likely to lead to unmet expectations. As noted above, it is not planned to release this information to the public, yet it is recommended that the information be available to the public.
-

- 4) **Removal of redundant clauses for infrastructure upgrades:** The license included requirements to put in place outlets at Jindabyne and Tantangara dams. As these have been constructed the clauses are no longer required.
 - 5) **Mowamba borrowing account removed:** This relates to adjustments made between water sources. The adjustments have been accounted for and references to the need to account for this adjustment have removed from the license.
 - 6) **Use of data to show compliance:** The draft license includes the statement that monthly and annual obligations are assessed against hydrographically corrected data and daily obligations are only assessed against operational data collected. This is the current practice and seems reasonable.
 - 7) **Releases from Mowamba Weir:** A new clause is proposed which sets out that Snowy Hydro is required, in addition to all other releases to be made under the License use reasonable endeavours to continuously release 1.4ML/day (0.5 gigalitres per annum) of water from Mowamba River at the Mowamba Weir. This is setting an agreement already made into the license documentation. This gives greater certainty that this water release will continue to occur.
 - 8) **Riparian releases from Eucumbene Dam:** A new clause is proposed which sets out that Snowy Hydro is required, in addition to all other releases to be made under the License, must use reasonable endeavours to release sufficient water to maintain a visible flow in the Eucumbene River at Nimmo. The maximum amount that the Licensee is required to release under this clause is 2.4ML/day. This is setting an agreement already made into the license documentation. This gives greater certainty that this water release will continue to occur.
 - 9) **Correct drafting errors:** The change in the relaxation calculation number of the Snowy-Tumut development is a clear administrative error.
 - 10) **Simplify calculation of the discretionary above-target water releases:** It is difficult to determine the exact impact of the changes to process of determining the amount of relaxation water and the call-out. The stated intent is to improve the use of the provisions to better match water releases with need. This should be a positive outcome. At the moment it is indicated that these provisions, designed to minimise water releases in wet years, are not being utilised, which would be having a negative impact.
 - 11) **Correct the drafting error in the definition of the agreed annual release and recovery amount:** A review of the previously lease indicates that the change is a drafting error, with another part of the license agreement using the definition now being included in the dictionary.
-

- 12) **Method to calculate the water available to each development reflects inter-valley water transfers:** This change allows for the movement of bulk water between the two parts of the scheme, the Snowy-Murray development and the Snowy-Tumut development. This was not previously accounted for and its inclusion would appear to allow a more accurate representation of the available water in the two separate catchment systems.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Nil.

2. Environmental

Nil. The changes look to formalise the current methods of operation.

3. Economic

Nil.

4. Civic Leadership

Nil.

9.3.3 UPDATE AND RECOMMENDATIONS FROM THE ARRB STRATEGIC ANALYSIS OF COUNCILS TRANSPORTATION NETWORK

Record No:

| | |
|-----------------------------------|--|
| Responsible Officer: | Chief Operating Officer |
| Author: | Group Manager Transport & Infrastructure |
| Key Theme: | 3. Environment Outcomes |
| CSP Community Strategy: | 9.1 Transportation corridors throughout the region are improved and maintained |
| Delivery Program Objectives: | 9.1.1 Management of road corridors is effective and efficient |
| Attachments: | 1. Final Report - Strategic Analysis - Sealed Network 2. Final Report - Strategic Analysis - Unsealed Network |
| Cost Centre | 1802 – Road Management Operations |
| Project | Strategic Network Review – SMRC Transportation Network |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

At the meeting of Council on 6 December 2018 a resolution was passed to contract the Australian Road Research Board (ARRB) to conduct a Strategic Network Analysis of the Snowy Monaro Transportation Network. The intent was first briefed to Councillors at a workshop on 13 March 2018.

The purpose of a Strategic Network Analysis is to conduct a:

- *Strategic analysis of the sealed network;*
- *Strategic analysis of the unsealed network; and*
- *Review of construction and maintenance practices.*

The Strategic Network Analysis Report would then confirm:

- *Network condition;*
- *Costs to maintain the network at current service levels (condition);*
- *Costs (and long term investment) to raise network standards to agreed (community) levels of service; and*
- *Costs (and long term investment) to improve network condition to condition 2 rating.*

The field inspection and data collection for both sealed and unsealed road networks was completed in November 2019. Analysis reports for each network were provided to Council staff as follows:

- 17 March 2020. Strategic Analysis of the Sealed Road Network (attached).
- 16 April 2020. Strategic Analysis of the Unsealed Road Network (attached).

A verbal brief was provided to Councillors at the Council Briefing Session on 4 June 2020. The analysis reports and staff recommendations are the subject of this report.

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

OFFICER'S RECOMMENDATION

That Council

- A. Acknowledge receipt of the ARRB Strategic Analysis of the Sealed and Unsealed road networks of Snowy Monaro Regional Council;
- B. Commit to engaging the Snowy Monaro Regional Council community in reviewing Service Level Agreements for Road Condition based on the ARRB recommendations; and
- C. Following consultation with the community, investigate all options for improved funding as per the ARRB recommendations.

BACKGROUND

The Australian Road Research Board were first contracted by Snowy Monaro Regional Council to conduct a Strategic Analysis of the transportation network in December 2018. The purpose of this contract was to build upon information contained in the Roads Deep Dive Review that provided a foundation for consolidating all transportation information across the Snowy Monaro Region.

A full investigation of Council's transportation network was completed in 2019 and the analysis reports provided in March 2020 (sealed network) and April 2020 (unsealed network) respectively. The reports provide an accurate assessment of network condition as at 2019. More importantly the reports outline expenditure requirements over the next 15 years based on the following three (3) scenarios:

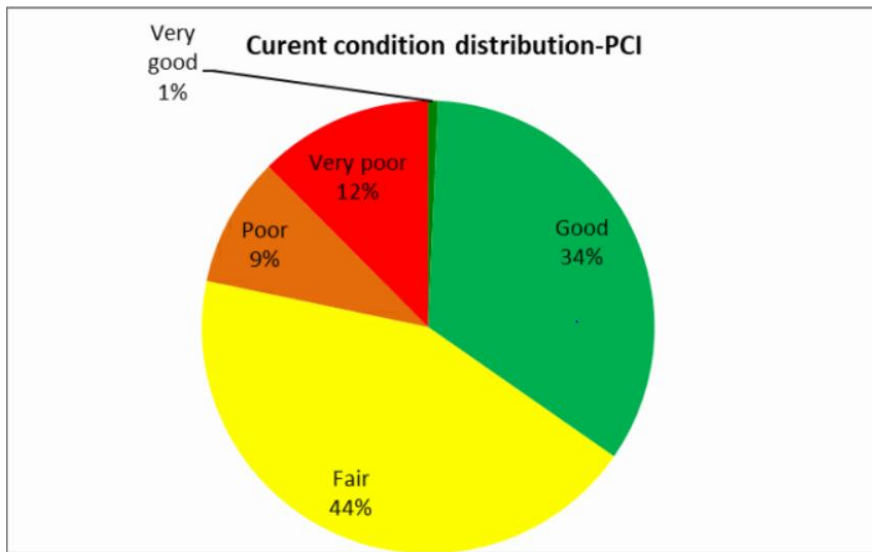
- Network performance if levels of investment continue without change;
- Levels of investment required to maintain the network at existing condition; and
- Levels of investment to improve network condition better aligned with service level agreements and community expectations.

For the sealed network, the assessment of pavement condition is measured through a Pavement Condition Index (PCI); this considers:

- Cracking as a percentage of the area cracked.
- Rut depth in terms of average lane rutting.
- Roughness measures using the International Roughness Index (IRI).

PCI is then expressed on a scale of 1 to 5 with 1 being very good and 4-5 being very poor.

A visual projection of PCI for the sealed network is as follows:

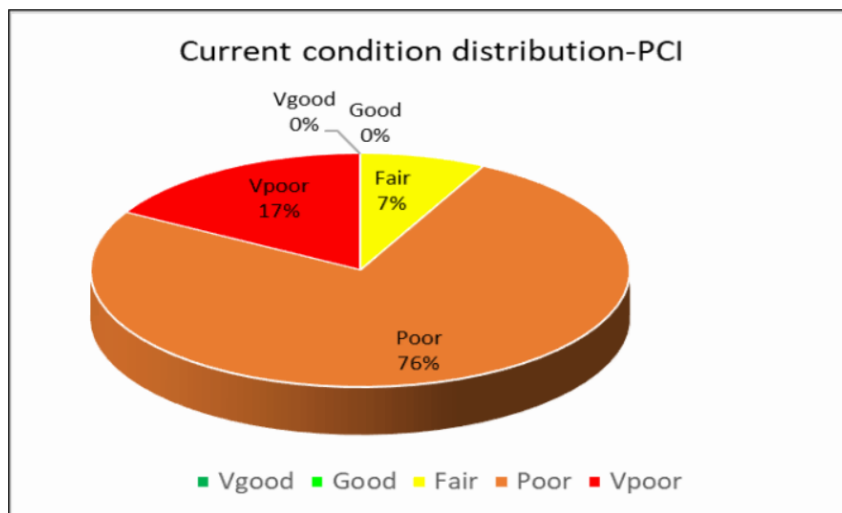


Based on the current condition distribution (Figure 3-1 and Figure 3-2), the network is in moderate shape with majority of the length sitting in 'Fair' or better condition in terms of PCI and 12% of analysed road length in 'Very poor' condition.

For the unsealed network, PCI is measured as follows:

- Gravel depth;
- Crown Shape; and
- Roughness (IRI).

A visual projection of PCI for the unsealed network is as follows:



Based on the current condition, the network is in a poor shape with most of the length sitting in 'poor' condition in terms of PCI with no road length in a 'very good/good' condition.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Snowy Monaro Regional Council has in excess of 3,000 kilometres of public road; 1,700 kilometres are gravel and these are disbursed over an area of approximately 16,000 square kilometres. The geographical challenges present in maintaining such a large network are significant and it is widely acknowledged that maintenance of the unsealed road network presents an unsustainable financial burden on Council.

The investment by NSW State Government of \$20M for Bobeyan Road plus \$17.5M to upgrade sections of eight (8) gravel roads across the region demonstrates an understanding at the political level of the problems experienced in Local Government with gravel road maintenance. However establishing a Benefit Cost Ratio that supports continued investment in reducing Council's gravel road maintenance burden, especially in rural NSW is extremely challenging and the total investment by NSW Government (\$37.5M) only reduces Councils gravel road maintenance burden by 58 kilometres i.e. from 1,730 kilometres to 1,672.78 kilometres.

2. Environmental

The environmental impacts experienced through inadequate road construction and maintenance strategies are significant. Transportation of noxious weeds, debris and spillage of hazardous materials through accidents along with increased hazardous emissions from transport are directly attributable to road condition.

In addition, an environment of maintenance and construction schedules that are reactive, based on (and aligned with) customer complaints, with no clear strategy that allows Council to evolve from a reactive schedule to a more appropriate scheduled maintenance/construction strategy directly impacts on:

- Construction/Maintenance costs;
- Ad-hoc vehicle usage which increases fuel requirements;
- Inadequate planning of resource requirements;
- Staff frustrations with no clear understanding of work commitments throughout the week; and
- Increase frustrations from Councillors who are constantly being requested to assist residents in addressing road issues.

3. Economic

Current Expenditure Sealed Network

Snowy Monaro Regional Council currently spends around \$6M per annum on maintaining the sealed road network. This equates to:

- Regional Roads. Total sealed road length for the Regional Road network is 250.88 km. The current annual spend = \$384,000 (Capital Works) and \$1,750,000 (Maintenance)
 - Collector Roads. Total sealed road length for the Collector Road network is 281.61 km. The current annual spend = \$153,000 (Capital Works) and \$1,750,000 (Maintenance)
 - Local Roads. Total sealed road length for the Local Road network is 316.72 km. The current annual spend = \$258,000 (Capital Works) and \$978,000 (Maintenance)
-

- Minor Roads. Total sealed road length for the Minor Access Road network is 36.36 km. The current annual spend = \$203,000 (Capital Works) and \$768,000 (Maintenance)

Recommended Expenditure Sealed Network

Regional Roads

The current average condition for Regional Road sub-network is GOOD (PCI 2). However based on current funding levels the network will deteriorate into a POOR condition over the next 20 years.

A significant amount of spending in Capital Works will maintain the Regional Road sub-network in FAIR condition (PCI 2-3) over the next 20 years.

- Around \$1M - \$2M per annum is required for the first 10 years.
- Around \$3.9M per annum is required in years 11 – 20.

Collector / Local Roads / Minor Roads

The current average condition for Collector, Local Road and Minor Road sub-networks is FAIR (PCI 2-3).

- Current funding levels will keep Collector, Local and Minor Road sub-networks in FAIR condition (PCI 2-3) over the next 15 – 20 years.

Current Expenditure Unsealed Network

Snowy Monaro Regional Council spends around \$3.08M per annum on maintaining the unsealed road network. That equates to a financial investment over 15 years = \$46.2M. A continuation of this funding will result in a decline in the unsealed road network towards condition 4 rating.

Recommended Expenditure Sealed Network

To **RETAIN** the current road condition (PCI 3-4) over the next 15 years and investment of \$60M is required allocated as per the recommendation below:

- \$1M in year 1.
- \$5M per annum for years 2-4.
- \$4M per annum for years 5-15.

Equally an increase in funding (per annum) to \$4M would ensure the unsealed road network is **RETAINED** at its current condition.

To **IMPROVE** the unsealed network road condition (PCI 2-3) over 15 years and investment of \$81M is required, allocated as per the recommendation below:

- \$3M in year 1.
 - \$4M per annum in years 2-3.
 - \$5M per annum in years 4-5.
-

- \$6M per annum in years 6-15.

Equally an increase in funding (per annum) to \$5.4M would ensure the unsealed road network condition is IMPROVED.

4. Civic Leadership

The meeting of Council on 6 December 2018 passed the following resolution in relation to a Strategic Network Analysis of the Snowy Monaro Transportation Network.

COUNCIL RESOLUTION

552/1

That Council Approve the appointment of Australian Road Research Board (ARRB) to undertake a Strategic Network Analysis of the Snowy Monaro Regional Council Transportation Network at a Tendered price of \$287,014.

In March 2018 Councillors were briefed on the intention to undertake a Strategic Network Analysis. At this presentation the following was discussed:

Further Studies

• Australian Road Research Board (ARRB) - Strategic Road Review:

- Snowy Monaro Regional Council has in excess of 3,000 kilometres of public road; 1,700 kilometres are gravel and these are disbursed over an area of approximately 16,000 square kilometres. **The geographical challenges present in maintaining such a large network are significant and, absorbing historical variances in maintenance strategies will require a substantial number of years (and investment) before a balance is achieved between public expectations and Councils maintenance strategy.** However, without a clear understanding of network performance, which can only be determined by a physical inspection, the gap between Council and public perception with respect to road maintenance will continue to increase. One way to address this is through an ARRB strategic assessment of network behaviours which will lead to a more comprehensive maintenance and construction strategy based on fact not extrapolation of data.
- **The Australian Road Research Board (ARRB) have been approached to undertake a strategic road network analysis for Snowy Monaro Regional Council** which includes:
 - A review of the data currently available;
 - Strategic analysis of the sealed network;
 - Strategic analysis of the unsealed network; and
 - Review of construction and maintenance practices.
- **The outcome of this work will be an analysis that enables Council decision making process in relation to required/future levels of expenditure and implementation of best practice in maintenance and construction** of their road assets.
- A full Strategic Analysis Report from ARRB is expected by June 30th 2018.

Transport & Infrastructure (Operations)



**Report-Strategic analysis of sealed
road network of Snowy Monaro
Regional Council**

AUTHOR: Ranita Sen

PREPARED FOR: SNOWY MONARO REGIONAL
COUNCIL

17/03/2020

ARRB – YOUR NATIONAL TRANSPORT RESEARCH ORGANISATION

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SUMMARY

ARRB (Australian Road Research Board) was awarded the contract for strategic analysis of the sealed and unsealed road network of SMRC. This report summarises the analysis components and results for the sealed road network only.

Analysis of the sealed road network condition was based on road condition data collected by ARRB in 2019 and proposed annual funding levels supplied by SMRC were applied to devise a 20 year works program. The purpose of the analysis is to assist the Council in optimising road works within limited budget

Optimisation strategies for the forward works program utilised the entire available budget applied to the whole road network. Different scenarios were explored at a network level for each of the four road hierarchies separately, using updated condition and inventory data.

The investigation found that:

- The current average pavement condition in terms of Pavement Condition Index (PCI) is 'Fair'
- Based on the current annual funding level, the average condition of the Collector and Local sub-network network will stay in "Fair" condition for next 20 years
- Based on the current annual funding level, the average condition of the Minor sub-network network will enter and stay in "Good" condition for next 20 years
- Significant amount of annual spending in capital works will keep the Regional sub-network within Fair level over next 20 years.

It is recommended that the Council:

- reviews the treatment unit rates provided
- conducts a field validation to confirm the results and provide feedback to assist future analysis
- expands the information available for analysis including surface age, traffic etc. which was not available for the investigation to date

Although the Report is believed to be correct at the time of publication, the Australian Road Research Board, to the extent lawful, excludes all liability for loss (whether arising under contract, tort, statute or otherwise) arising from the contents of the Report or from its use. Where such liability cannot be excluded, it is reduced to the full extent lawful. Without limiting the foregoing, people should apply their own skill and judgement when using the information contained in the Report.

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1 INTRODUCTION

ARRB (Australian Road Research Board) was awarded the contract for road pavement management consultancy services by the Snowy Monaro Regional Council (SMRC). The analysis comprises two components: the strategic analysis of the sealed road network and the strategic analysis of the unsealed road network. This report summarises the analysis components and results for the sealed road network only.

Analysis of the sealed road network condition was based on road condition data collected by ARRB in 2019 and proposed annual funding levels supplied by SMRC were applied to devise a 20 year works program. The purpose of the analysis is to assist the Council in optimising road works within its limited budget.

Some of the critical questions in road infrastructure management for SMRC's sealed road network which this analysis aims to address are:

- What is the funding required for lifting the current condition to a specified level of service?
- Is it possible to preserve the road network to current performance standards with the available funds?

The following scenarios were analysed in addressing the above questions:

- Current annual budget as defined by the Council. Separate budgets for "Maintenance" and "Capital Works" have been provided by the Council for each of the four road hierarchies
- Budget required to maintain the current condition of the network- separate budget analysis for each of four road hierarchies
- Maintain PCI 2-3 budget – Budget to achieve a fair condition (PCI 2-3) over the first 10 years, then maintain this condition for the next 10 years - separate budget analysis for each of four road hierarchies

The report is based on the ARRB proposed treatment triggers and associated definitions for sealed roads, and the corresponding levels of service implemented in a sealed dTIMS (Deighton's Total Infrastructure Management System) setup customised for the Council using Council supplied level of service (LoS) definitions, treatment triggers and treatment unit rates. The analysis has attempted to provide answers to the questions facing the Council managing the road assets.

2 SCOPE OF THE PROJECT

The objective of the sealed network analysis is to predict forward condition of SMRC's sealed network. Assessment of the current status of the sealed network has also been done based on the data collected.

The scope of the project based on the above objective was as follows:

- processing of sealed pavement condition data collected in 2019
- implementing a sealed road dTIMS (Deighton's Total Infrastructure Management System) setup
- updating the dTIMS database containing all relevant information, condition and administrative data
- modelling the performance of the road network using Austroads pavement deterioration models
- implementing specific level of service and treatments
- optimising the use of existing funding and developing a 20 year works program
- preparing a summary report detailing the results of the analysis.

3 DESCRIPTION OF THE NETWORK

3.1 DATA

Most of the Inventory data and other information has been gathered from the database of SMRC. The data has segmentations based on treatment length as preferred by the Council. Road classification, Traffic data etc. has also been supplied by the Council. Sealed road condition data collected by ARRB in 2019 forms of the basis of the current analysis. Condition data was collected at 10-metre intervals and later processed at a segment level as preferred by the Council.

Table 3-1: Data type and source

| Data type | Data source |
|--|--|
| Road inventory and traffic information | Council Supplied |
| Sealed road condition | Collected by ARRB |
| Climate data | Extracted by ARRB from Bureau of Meteorology and using the ARRB Climate Tool |

Where relevant information was not available, defaults have been proposed by ARRB to include in the analysis. The Default table and climate information is included in the Appendix A

3.2 NETWORK COMPOSITION

ARRB collected condition and visual data for around 897 km of sealed road network of SMRC.

The road network classification is based on the carriageway hierarchy presented in Table 3-2. For analysis purpose, the roads with hierarchy defined as "RMS" has been analysed as "Regional" roads.

Table 3-2: Road network length based on carriageway hierarchy

| Hierarchy | Total length (km) |
|---------------|-------------------|
| Regional Road | 250.88 |
| RMS | 9.498 |
| Collector | 281.61 |
| Local | 316.72 |
| Minor Access | 36.36 |

3.3 CURRENT CONDITION

The sealed road condition data collected includes Roughness (IRI, international roughness index), Rut depth (mm), Cracking (% area cracked), Texture depth (mm). In addition to the pavement condition, condition of the table drains on both sides of the carriageway, where available, were also rated using a scale of 1-5 with 1 being "very good" and 5 being "very poor".

The current average conditions for the whole network based on the collected physical parameters are provided in

Table 3-3.

Table 3-3: Average road network condition parameter

| Parameter | Average values |
|--------------------------------|----------------|
| Roughness (IRI) | 3.76 |
| Rut depth (mm) | 3.39 |
| Cracking (% area) | 1.52 |
| Texture depth (mm) | 1.14 |
| Pavement Condition Index (PCI) | 2.36 |

3.4 PAVEMENT CONDITION INDEX

The Pavement Condition Index (PCI) is a composite index describing the condition of the pavement in terms of different defect parameters.

Three important condition features for sealed road are as follows:

- Cracking, as percent area cracked
- Rut depth in terms of average lane rutting
- Roughness, IRI
- Texture depth, minimum of Between and Outer wheel path

For the calculation of the PCI, the individual condition parameters have been normalised into indices by applying a standard scale of 1–5, with 0–1 being 'very good' and 4–5 being 'very poor'. The definition of the classification scale and the principles of its calculation are discussed in Section 4.4 and Section 4.5. Individual indices are also known as the condition index and the combination of them is referred to as PCI.

Currently the PCI has 4 components:

- Index_Cracking
- Index_Rut depth
- Index_IRI
- Index_Texture depth

The PCI is calculated by aggregating individual normalised parameters, namely the roughness index, the rut depth index, Cracking index and the texture depth index. The current condition distribution for the whole network (in terms of individual indexes) and the PCI are presented in Figure 3-1 and Figure 3-2 respectively. A detailed description of the PCI algorithm is presented in Section 4.6.

Figure 3-1: Current condition for different defects-whole network

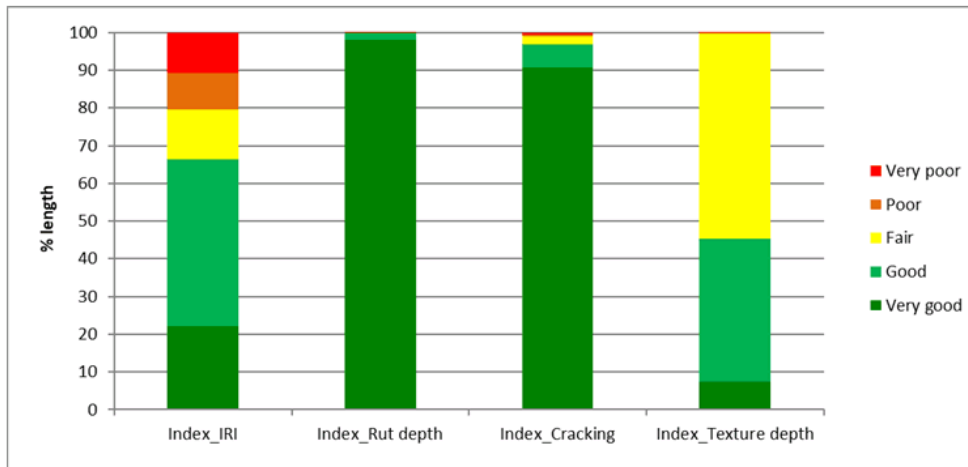
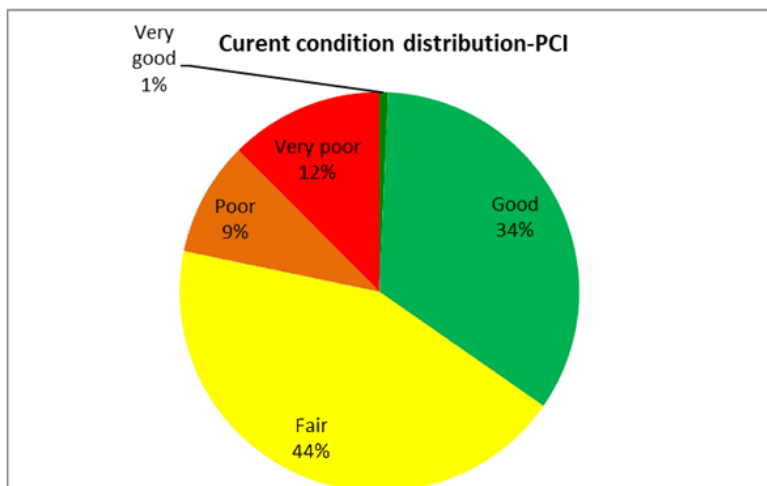


Figure 3-2: Current condition distribution based on PCI-whole network



Based on the current condition distribution (Figure 3-1 and Figure 3-2), the network is in moderate shape with majority of the length sitting in 'Fair' or better condition in terms of PCI and 12% of analysed road length in 'Very poor' condition.

4 THE SEALED ROAD MODELLING TOOL

4.1 GENERAL

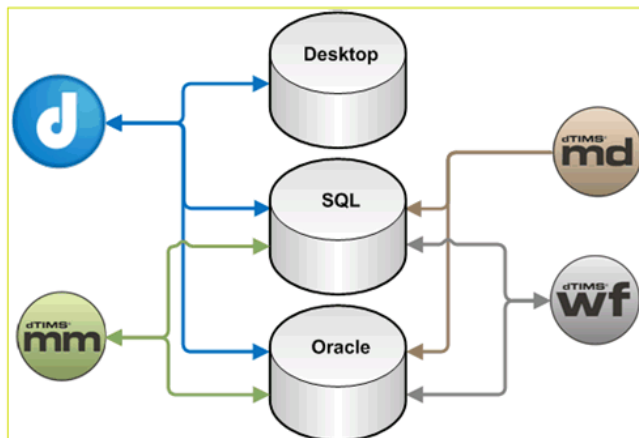
Deighton's Total Infrastructure Management System (dTIMS) has been used to store and process data, implement models, define treatments, run the analysis and to optimise budget scenarios.

A brief description of the PMS tool, performance models, treatments and triggers, level of service definitions etc. have been included in the following sections. A detailed description of the dTIMS tool and working principles are not included here but can be supplied separately if required.

4.2 DEIGHTON'S TOTAL INFRASTRUCTURE MANAGEMENT SYSTEM (DTIMS)

The dTIMS database and decision support tool is used by many state road agencies and road managing organisations in Australia and overseas. A unique feature of dTIMS is that it separates the software platform from the ideas contained in the application by providing asset management tools without forcing any content-related ideas onto the user.

Figure 4-1 dTIMS software family



dTIMS provides an asset inventory of multiple asset types, related to one another using a Linear Referencing System (LRS). In addition to the asset inventory, dTIMS offers deterioration modelling tools, which when coupled with the planning and budgeting tools result in a capital investment and maintenance planning capability.

dTIMS allows users to customise their asset management system to their requirements without changing the source code. The associated benefits translate into lower technical and financial risks for users.

- During implementation there is no data transformation required to accommodate external data as dTIMS accepts any data in its source structure
- Once implementation is complete the database structure and analysis models are available in their entirety for review, modification and expansion

4.3 ROAD DETERIORATION MODELS

The deterioration models estimate the future performance of the pavement. Besides the pavement condition, other parameters, e.g. traffic are also projected into the future. Performance models are one of

the critical parts of the asset management model together with the work effects, cost models and the objective function used as the optimisation target.

The models used in the sealed road dTIMS setup for the Council are based on Austroads pavement deterioration models and are widely accepted and used by Australian road authorities. The main deterioration and works effects models include the following:

- Cracking deterioration model
- Rut depth progression model
- Roughness progression (IRI) model
- Roughness improvement (after works)

In addition to the above, texture depth model has also been implemented. Detailed descriptions of the models are included in Appendix A.

4.4 LEVEL OF SERVICE

Level of service (LoS) is meant to translate measurable technical conditions into levels of acceptance which is usually stated as Very good; Good; Fair; Poor; Very poor.

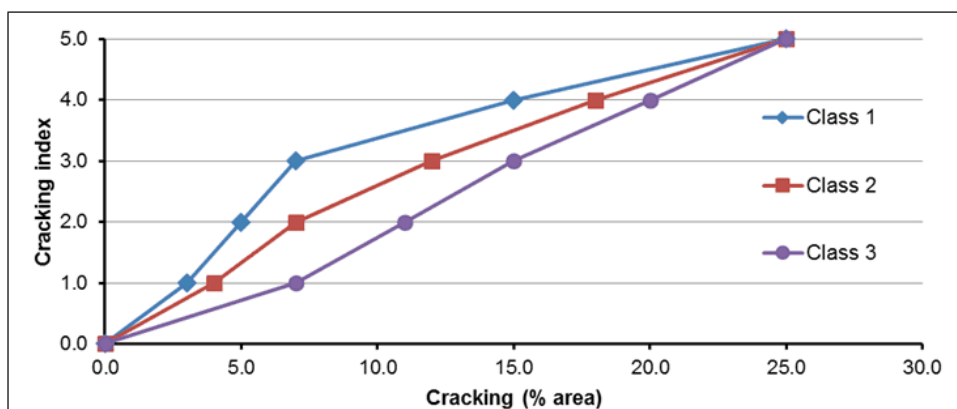
Measured values, e.g. roughness, cracking etc. on their own convey an absolute number, without any judgement. Value judgement, i.e. what is considered good, fair, poor, etc. is required for practical asset management, as the value judgement reflects the level of service the asset owner desires to achieve. An example value judgment presented in Table 4-1 shows the cracking ranges assigned to each condition class for a single asset (or road) class. The examples explain how the condition indices are derived; however they are not specific to the SMRC sealed road setup.

Table 4-1: Example condition classes

| Class name | Very good | Good | Fair | Poor | Very poor |
|----------------------|-----------|------|------|-------|-----------|
| Index range of class | 0-1 | 1-2 | 2-3 | 3-4 | 4-5 |
| % cracking | 0-3 | 3-6 | 6-10 | 10-15 | > 15 |

The ranges or condition classes can be graphically presented as a series of straight lines (Figure 4-2).

Figure 4-2: Example condition index



The asset manager must define the ranges (bands) for each parameter and asset class may be defined for different situations, such as different road classes, pavement types or other circumstances. Figure 4-2 shows the level of service (LoS) for three road classes; the per-cent cracking that is still 'good' for class 3 roads is 'poor' for class 1 roads.

4.5 TRANSFORMATION OF THE PHYSICAL PARAMETER TO INDEX

The measured values are converted into index values by using transformation functions between two index ranges. It is possible to use a single transformation function covering the full range from 0 to 5; however, no single function can fit the individually defined transition points from one band to another. Consequently, a series of linear functions are used that can easily be fitted to the transition points. The generic form of each of the straight lines is:

$$Y = ax + b \tag{1}$$

where

a = the slope of the line

b = is the intercept

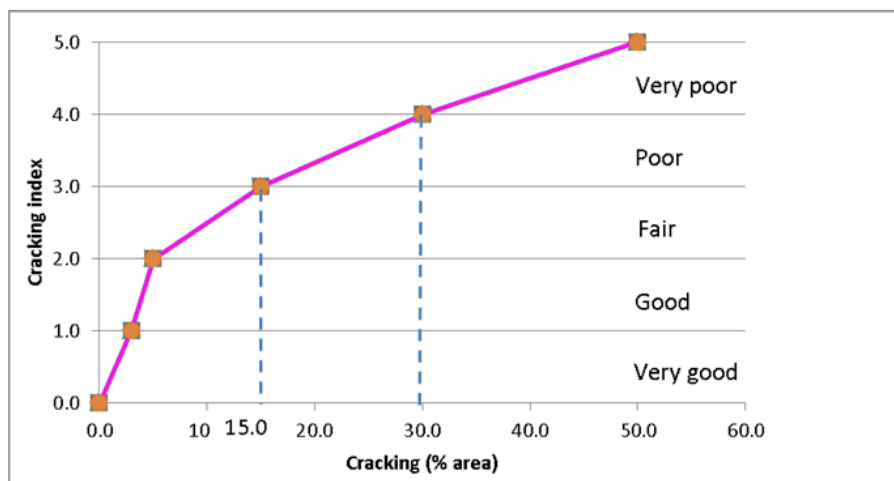
$$a = \frac{(y_2 - y_1)}{(x_2 - x_1)} \text{ and } b = y_i - a \times x_i \tag{2}$$

where

x_1, y_1, x_2, y_2 = transition points

Figure 4-3 shows how cracking (% area) value is converted into an indexed number between 0 and 5 representing a level of service. A linear conversion methodology has been applied and the broken blue lines in the chart illustrate the definition of 'Poor' ranging from 15–30% (Index value 3 to 4).

Figure 4-3: Transformation of values to index



Different curves may be determined to reflect local requirements, e.g. different line slopes could be used for cracking on asphalt and sprayed seal pavements.

The individual curves also assist to set the triggers in a rational and meaningful way – e.g. by accepting a parameter to deteriorate to the border between fair and poor condition defines the trigger level and acceptance of roads in fair condition.

Table 4-2 presents the current definition of level of services in terms of roughness, rut depth, cracking etc., as defined in the Council’s sealed dTIMS database. The LOS definitions for the parameters vary based on road hierarchies. Current treatment triggers and works program for SMRC dTIMS setup are also based on these definitions. For instances, resurfacing treatment is triggered when road section condition is “fair”, Rehabilitation is done when condition is “poor” and so on.

Table 4-2: Level of service (LoS) definition for the sealed road condition parameters

| Parameter | Road Hierarchy/ Surface Type | Very good | Good | Fair | Poor | Very poor |
|---------------------------|---------------------------------|-----------|-----------|-----------|-----------|-----------|
| | | 0-1 | 1-2 | 2-3 | 3-4 | 4-5 |
| Roughness (IRI) | Regional | 0-1.94 | 1.94-3.18 | 3.18-4.01 | 4.01-4.96 | >4.96 |
| | Collector | 0-2.31 | 60-3.63 | 3.63-4.58 | 4.58-5.71 | >5.71 |
| | Local | 0-3.07 | 3.07-4.01 | 4.01-4.96 | 4.96-6.28 | >6.28 |
| | Minor Access | 0-3.07 | 3.07-4.01 | 4.01-4.96 | 4.96-6.28 | >6.28 |
| Rut depth (mm) | Regional | 0-10 | 10-15 | 15-20 | 20-30 | >30 |
| | Collector | 0-10 | 10-15 | 15-20 | 20-30 | >30 |
| | Local | 0-10 | 10-20 | 20-25 | 25-30 | >30 |
| | Minor Access | 0-10 | 10-20 | 20-25 | 25-30 | >30 |
| Cracking (% area cracked) | Asphalt | 0-7 | 7-10 | 10-13 | 13-15 | >15 |
| | Seal | 0-3 | 3-6 | 6-10 | 10-15 | >15 |
| Texture depth (mm) | Asphalt | >1.5 | 1.5-1 | 1-0.5 | 0.5-0.4 | <0.4 |
| | Seal | >1.5 | 1.5-1 | 1-0.5 | 0.5-0.4 | <0.4 |

4.6 PAVEMENT CONDITION INDEX -PCI

Individual condition indexes are aggregated to produce a composite pavement condition index (PCI). The PCI is calculated using the value of the worst criteria among individual parameters and then adding a proportion of the rest of the parameters.

The following equation, which utilises the Advanced Maximum Method, has been adopted to produce the PCI Index considering the individual condition attributes:

$$\text{Worst}(w_i \times \text{Index}_i) + p(\text{SUM}(w_i \times \text{Index}_i) - \text{Worst}(w_i \times \text{Index}_i) / \sum(w_i) - \text{Avg}(w_i)) \quad 3$$

where

w_i = weight for individual condition criteria; Roughness, Rut depth etc (see Table 4-3 for current weights for Council)

Index_i = index value for individual condition criteria; Roughness, Rut depth etc

p = Condition factor (the current value is 0.1)

Table 4-3: PCI weighting in sealed dTIMS setup

| Weight PCI | |
|---------------------|---|
| Index_Cracking | 1 |
| Index_IRI | 1 |
| Index_Rut depth | 1 |
| Index_Texture depth | 1 |

4.7 TREATMENTS

Based on the project scope, four generic major treatments have been implemented for the current analysis (Table 4-4). These treatments have been confirmed by the Council.

Table 4-4: Treatments in SMRC sealed dTIMS setup

| Treatment | Description | Treatment type | Budget category |
|----------------|---|----------------|-----------------|
| Reconstruction | Full renewal of pavement | Major | Capital works |
| Rehabilitation | Structural treatment e.g. Stabilisation/ Granular Overlay/ Overlay with Stabilisation | Major | Maintenance |
| Reseal | Surface treatment -Seal/ Seal with PMB or Geotextile/ Thin AC overlay | Major | Capital works |
| Rejuvenation | Rejuvenation/ Enrichment to improve texture | Major | Capital works |

In addition to the major treatments, two ancillary treatments namely "Table Drain Repair" and "Table Drain Upgrade" have also been implemented for application with major treatments. Train Drain is repaired (if condition is triggered) in conjunction with Rehabilitation treatment and is upgraded in conjunction with Reconstruction treatment.

4.8 TRIGGERS

Triggers specify a combination of conditions and circumstances when a treatment is applicable. Treatments are triggered at this point and in every subsequent year if the trigger conditions are met or exceeded. Treatments triggered on the same element (road section) during the analysis period form a strategy. Many strategies may be generated for each section and one will be selected for the work program during the optimisation phase.

Treatments and triggers have been proposed by ARRB and confirmed by the Council and are based on condition indices with level of service defined for each band (Table 4-2). Trigger conditions for all treatments are presented in Table 4-5.

Table 4-5: Treatments triggers

| Treatment Parameter | Reseal | Rehabilitation | Reconstruction | Rejuvenation | Table Drain Repair | Table Drain Upgrade |
|------------------------|--------|----------------|----------------|--------------|--------------------------|------------------------|
| Cracking | Fair | Poor | Very poor | - | | |
| Roughness (IRI) | Fair | Poor | Very poor | - | | |
| Rut depth (mm) | Fair | Poor | Very poor | - | | |
| Texture depth | Poor | | | Fair | | |
| Table Drain | | | | | Condition =3 | Condition=4 |

The above triggers define the circumstances when a treatment is applicable. Triggers indicate the earliest possible condition when a treatment may be applied. Treatments are generated in dTIMS every time a trigger condition is met or exceeded. dTIMS may generate several alternative strategies, depending on the triggers, deterioration rates and the timing of the treatments to choose from during optimisation.

4.9 TREATMENT UNIT RATES

Treatment unit rates are currently the same for different road hierarchies and consistent with Council's current practice (Table 4-6).

Table 4-6: Treatment unit rates

| Treatment Name | Unit rate |
|---------------------|-----------------------|
| Reconstruction | \$33/m ² |
| Rehabilitation | \$23/m ² |
| Reseal | \$5.4/m ² |
| Rejuvenation | \$6.25/m ² |
| Table Drain Repair | \$1500/km |
| Table Drain Upgrade | \$1800/km |

It should be noted that, a range of unit rate for each treatment were supplied by the Council; however, for the analysis only single value was applied per treatment.

5 RESULTS

5.1 BUDGET SCENARIOS

Three different budget scenarios (Table 5-1) were explored over 20 years to answer the following questions:

- Is the current annual budget enough to maintain the network at a specified condition?
- What is budget required to maintain the overall PCI at 2-3 level?
- What is budget required to keep the network at its current state?

All budget scenarios have been applied separately for each road hierarchy.

Table 5-1: Budget scenarios

| Name | Description |
|-----------------------------------|--|
| Current annual budget | Budget for the network as defined by the Council |
| Budget_maintain_current_condition | Budget required to maintain the current condition of the network |
| Budget_maintain PCI 2-3 | Budget to achieve a fair condition (PCI 2-3) over the first 10 years, then maintain this condition for the next 10 years |

5.2 CURRENT ANNUAL BUDGET

SMRC currently spends around \$6 M per annum for maintaining the sealed network. Table 5-2 summarises the budgets for each road hierarchy.

Table 5-2: Current annual budget

| Road Category | Supplied Budget for the total network length | |
|------------------------|--|--------------|
| | Capital Works | Maintenance |
| Sub Arterial/ Regional | \$ 384,000 | \$ 1,750,000 |
| Collector | \$ 153,000 | \$ 1,750,000 |
| Local | \$ 258,000 | \$ 978,000 |
| Minor | \$ 203,000 | \$ 768,000 |

No separate budget was provided for the RMS roads included in the analysis (RMS roads in urban areas, for which RMS maintains the centre carriageway and Council maintains the outer strip on either side). As advised by the Council, RMS roads have been included as same hierarchy as Regional Roads and uses the same budget for Regional roads

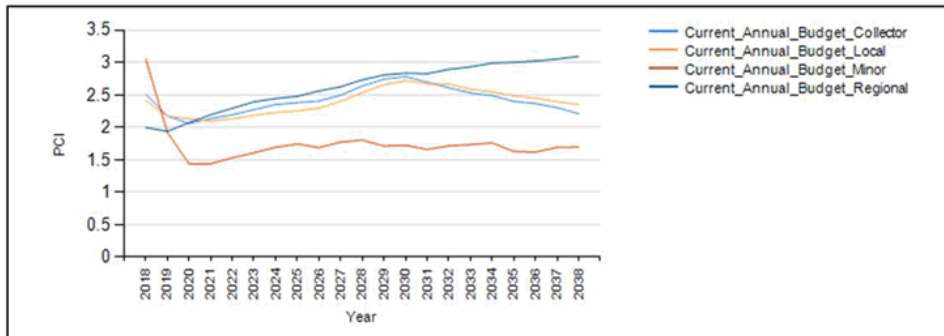
The following sections summarise the findings from the scenario analysis. The first year of treatment application is 2019. To show the initial condition before treatment application, all charts have a label marked as year 2018.

5.2.1 NETWORK CONDITION-CURRENT ANNUAL BUDGET

Based on the average condition, the PCI for Collector, Local and Minor subnetwork start with Fair condition (PCI 2-3) and for Regional subnetwork in Good condition (PCI 1-2). For current annual budget, over time, the condition for different hierarchies display the following (Figure 5-1):

- Regional sub-network starts in Good condition but enters Poor condition over 20 years
- Collector sub-network sits in Fair condition
- Local sub-network sits in Fair condition
- Minor sub-network enters Good condition in 2020 and stay in the same band

Figure 5-1: Average condition PCI for different subnetworks-current annual budget



It should be noted that for all sub-networks, supplied annual budgets are not fully spent in every year. Program Cost (showing actual spending) for current annual budget for all subnetworks are summarised below and can be compared against the supplied annual budget (Table 5-3 to Table 5-6).

Table 5-3: Program Cost –Regional subnetwork

| Year | Maintenance (\$) | Capital Works (\$) |
|------|------------------|--------------------|
| 2019 | 767,373. | 383,534. |
| 2020 | 655,788. | 382,763. |
| 2021 | 409,325. | 383,275. |
| 2022 | 564,237. | 381,872. |
| 2023 | 109,126. | 381,865. |
| 2024 | 625,233. | 376,311. |
| 2025 | 1,654,638. | 378,492. |
| 2026 | 1,742,741. | 381,629. |
| 2027 | 1,709,148. | 380,997. |
| 2028 | 1,673,296. | 381,026. |
| 2029 | 1,738,700. | 380,834. |
| 2030 | 1,747,280. | 375,817. |
| 2031 | 1,729,371. | 375,448. |
| 2032 | 1,740,928. | 377,372. |
| 2033 | 1,725,280. | 369,116. |
| 2034 | 1,742,240. | 377,969. |
| 2035 | 1,725,516. | 383,260. |
| 2036 | 1,713,126. | 377,709. |
| 2037 | 1,731,169. | 378,604. |
| 2038 | 1,730,127. | 382,595. |

Table 5-4: Program Cost- Collector subnetwork

| Year | Maintenance (\$) | Capital Works (\$) |
|------|------------------|--------------------|
| 2019 | 1,748,540. | 152,810. |
| 2020 | 953,628. | 150,617. |
| 2021 | 177,059. | 151,685. |

| Year | Maintenance (\$) | Capital Works (\$) |
|------|------------------|--------------------|
| 2022 | 1,182,499. | 150,776. |
| 2023 | 513,561. | 140,791. |
| 2024 | 429,697. | 141,228. |
| 2025 | 1,363,410. | 148,585. |
| 2026 | 1,703,828. | 152,274. |
| 2027 | 1,660,682. | 149,704. |
| 2028 | 1,723,125. | 149,726. |
| 2029 | 1,740,157. | 152,486. |
| 2030 | 1,744,115. | 152,546. |
| 2031 | 1,748,973. | 152,916. |
| 2032 | 1,749,684. | 152,903. |
| 2033 | 1,749,093. | 152,883. |
| 2034 | 1,749,185. | 152,969. |
| 2035 | 1,748,481. | 152,257. |
| 2036 | 1,749,423. | 151,364. |
| 2037 | 1,730,433. | 152,968. |
| 2038 | 1,724,319. | 152,465. |

Table 5-5: Program Cost – Local subnetwork

| Year | Maintenance (\$) | Capital Works (\$) |
|------|------------------|--------------------|
| 2019 | 977,911. | 257,791. |
| 2020 | 977,676. | 257,940. |
| 2021 | 977,337. | 257,692. |
| 2022 | 973,766. | 257,929. |
| 2023 | 963,774. | 257,516. |
| 2024 | 972,393. | 256,972. |
| 2025 | 977,449. | 257,847. |
| 2026 | 977,040. | 257,405. |
| 2027 | 974,080. | 257,284. |
| 2028 | 975,718. | 257,408. |
| 2029 | 977,609. | 257,780. |
| 2030 | 975,076. | 257,688. |
| 2031 | 971,652. | 257,998. |
| 2032 | 972,958. | 257,569. |
| 2033 | 977,496. | 257,582. |
| 2034 | 972,485. | 257,636. |
| 2035 | 977,413. | 257,979. |
| 2036 | 973,358. | 257,930. |
| 2037 | 972,202. | 257,428. |
| 2038 | 976,706. | 257,975. |

Table 5-6: Program Cost – Minor subnetwork

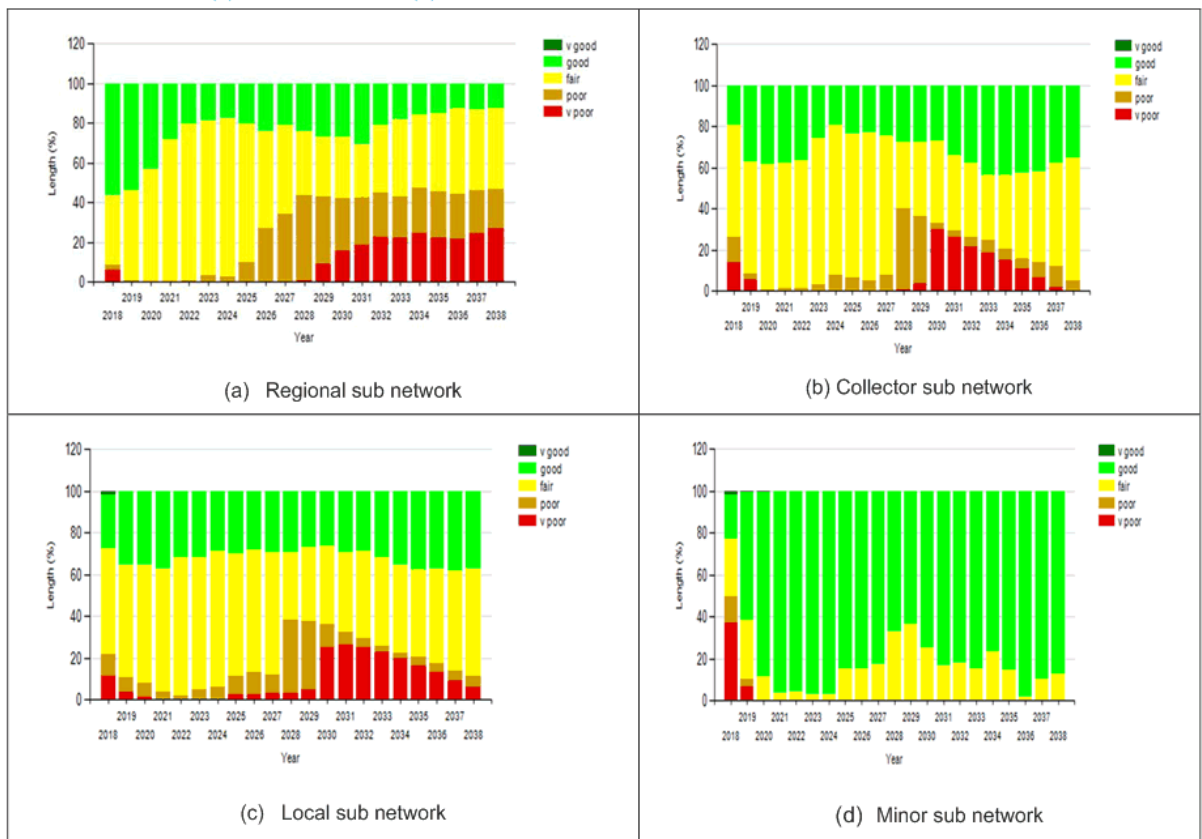
| Year | Maintenance (\$) | Capital Works (\$) |
|------|------------------|--------------------|
| 2019 | 766,829. | 202,470. |
| 2020 | | 202,691. |
| 2021 | | 164,090. |
| 2022 | | 49,119. |
| 2023 | | 54,626. |
| 2024 | | 57,204. |
| 2025 | | 128,700. |
| 2026 | | 73,421. |
| 2027 | | 12,688. |

| Year | Maintenance (\$) | Capital Works (\$) |
|------|------------------|--------------------|
| 2028 | | 83,639. |
| 2029 | | 181,148. |
| 2030 | | 143,547. |
| 2031 | | 188,353. |
| 2032 | | 59,773. |
| 2033 | | 135,675. |
| 2034 | | 111,358. |
| 2035 | | 137,595. |
| 2036 | | 102,910. |
| 2037 | | 33,286. |
| 2038 | | 139,224. |

The Budget in the "Maintenance" category that is used by only Rehabilitation treatment has substantial amount of fund left for Minor subnetwork and also during first 5 years of analysis for Regional and Collector sub-networks However, budgets in the Capital works category are mostly spent (except Minor Subnetwork).

A more realistic picture of the network condition can be obtained by exploring the distribution of PCI over time. The overall condition index PCI is shown in Figure 5-2 for the current annual budgets.

Figure 5-2: Condition distribution PCI over the analysis period- 4 road hierarchy (a) Regional sub-network (b) Collector sub-network (c) Local sub-network (d) Minor sub-network



For the current annual budget over time

- For Regional sub-network, the proportions in the “Fair” band from 2025 onwards reduce and proportions in the “Poor” and “Very Poor” bands increase.
- For Minor sub-network, from 2020 onwards, 100% of the network is either “Good” or “Fair” condition
- For Local and Collector sub network, most of the network is in “Fair” or better condition. During the last half of the analysis, small proportions of the network display “Very Poor” condition. These can be attributed to the fact that there is not enough fund left in “Capital Works” budget category; hence no “Reconstruction” can be done for sections in “Very Poor” condition.

It should be noted that average condition and distribution charts are based on the defined level of service (Good, Fair, Poor etc. bands) and will change if the definition of LoS changes.

5.2.2 TREATMENT COSTS –CURRENT ANNUAL BUDGET

The allocation of funds to various treatments varies in time and with the available budget. Treatment cost for the current annual budget for different sub networks are presented in Table 5-7 to Table 5-10 below.

Table 5-7: Treatment costs (\$) –Regional sub-network

| Year | Reconstruction | Rehabilitation | Rejuvenation | Reseal |
|------|----------------|----------------|--------------|----------|
| 2019 | 136,779. | 766,322. | 39,443. | 207,312. |
| 2020 | 161,613. | 654,186. | 37,240. | 183,910. |
| 2021 | 54,510. | 409,325. | 71,806. | 256,958. |
| 2022 | 109,697. | 555,753. | 4,200. | 267,974. |
| 2023 | 15,068. | 109,126. | 33,918. | 332,878. |
| 2024 | | 625,233. | | 376,311. |
| 2025 | 107,914. | 1,654,638. | | 270,578. |
| 2026 | | 1,742,741. | | 381,629. |
| 2027 | | 1,699,947. | | 380,997. |
| 2028 | | 1,673,296. | | 381,026. |
| 2029 | 56,018. | 1,738,508. | | 324,816. |
| 2030 | 14,427. | 1,746,572. | | 361,390. |
| 2031 | 34,584. | 1,729,180. | | 340,864. |
| 2032 | 207,919. | 1,740,928. | | 169,454. |
| 2033 | 55,795. | 1,724,230. | | 313,321. |
| 2034 | 243,600. | 1,741,401. | 18,571. | 115,799. |
| 2035 | 36,706. | 1,725,237. | 5,605. | 340,949. |
| 2036 | 33,571. | 1,713,126. | 4,375. | 339,763. |
| 2037 | 60,411. | 1,731,094. | | 318,193. |
| 2038 | 47,182. | 1,730,127. | | 335,413. |

Table 5-8: Treatment costs (\$) –Collector sub-network

| Year | Reconstruction | Rehabilitation | Rejuvenation | Reseal |
|------|----------------|----------------|--------------|----------|
| 2019 | 21,382. | 1,747,474. | 28,180. | 103,248. |
| 2020 | 33,378. | 953,331. | 58,861. | 58,378. |
| 2021 | 2,389. | 177,059. | 76,289. | 73,008. |
| 2022 | | 1,182,499. | 28,911. | 121,865. |
| 2023 | | 507,678. | 42,321. | 98,470. |
| 2024 | | 429,697. | 1,123. | 140,105. |
| 2025 | | 1,363,410. | 46,361. | 102,224. |
| 2026 | | 1,703,828. | | 152,274. |
| 2027 | | 1,626,572. | | 149,704. |
| 2028 | | 1,722,993. | | 149,726. |
| 2029 | | 1,740,157. | 18,301. | 134,185. |

| Year | Reconstruction | Rehabilitation | Rejuvenation | Reseal |
|------|----------------|----------------|--------------|----------|
| 2030 | | 1,744,115. | | 152,546. |
| 2031 | | 1,748,973. | | 152,916. |
| 2032 | | 1,749,684. | | 152,903. |
| 2033 | | 1,749,093. | | 152,883. |
| 2034 | | 1,749,185. | | 152,969. |
| 2035 | | 1,748,481. | | 152,257. |
| 2036 | | 1,749,423. | 452. | 150,912. |
| 2037 | | 1,730,433. | | 152,968. |
| 2038 | | 1,722,417. | 2,993. | 149,472. |

Table 5-9: Treatment costs (\$) –Local sub-network

| Year | Reconstruction | Rehabilitation | Rejuvenation | Reseal |
|------|----------------|----------------|--------------|----------|
| 2019 | 755. | 975,481. | 2,201. | 254,835. |
| 2020 | | 973,717. | 24,442. | 233,497. |
| 2021 | | 973,894. | 10,966. | 246,726. |
| 2022 | | 968,381. | 18,265. | 239,664. |
| 2023 | 5,227. | 960,722. | 69,411. | 182,879. |
| 2024 | | 970,549. | 16,044. | 240,928. |
| 2025 | | 973,159. | 34,611. | 223,236. |
| 2026 | | 977,040. | 14,374. | 243,031. |
| 2027 | | 970,617. | | 257,284. |
| 2028 | | 973,770. | | 257,408. |
| 2029 | | 976,296. | 495. | 257,285. |
| 2030 | | 973,888. | 1,598. | 256,090. |
| 2031 | | 971,652. | 437. | 257,561. |
| 2032 | | 972,958. | 38,056. | 219,513. |
| 2033 | | 976,683. | 13,809. | 243,773. |
| 2034 | | 972,485. | 34,655. | 222,981. |
| 2035 | | 975,316. | 16,152. | 241,827. |
| 2036 | | 970,497. | 49,001. | 208,929. |
| 2037 | | 971,533. | 36,946. | 220,482. |
| 2038 | | 974,605. | 76,083. | 181,892. |

Table 5-10: Treatment costs (\$) –Minor sub-network

| Year | Reconstruction | Rehabilitation | Rejuvenation | Reseal |
|------|----------------|----------------|--------------|----------|
| 2019 | 55,570. | 765,303. | 7,344. | 139,556. |
| 2020 | 43,121. | | 32,887. | 126,684. |
| 2021 | 3,160. | | 41,833. | 119,096. |
| 2022 | | | | 49,119. |
| 2023 | | | | 54,626. |
| 2024 | | | 14,793. | 42,411. |
| 2025 | | | 11,020. | 117,680. |
| 2026 | | | 8,764. | 64,657. |
| 2027 | | | | 12,688. |
| 2028 | | | 31,088. | 52,550. |
| 2029 | | | 45,219. | 135,929. |
| 2030 | | | 113,310. | 30,237. |
| 2031 | | | 71,204. | 117,148. |
| 2032 | | | 56,851. | 2,922. |
| 2033 | | | 79,333. | 56,342. |
| 2034 | | | 58,024. | 53,335. |
| 2035 | | | 87,215. | 50,380. |

| Year | Reconstruction | Rehabilitation | Rejuvenation | Reseal |
|------|----------------|----------------|--------------|---------|
| 2036 | | | 58,160. | 44,750. |
| 2037 | | | 14,686. | 18,600. |
| 2038 | | | 60,822. | 78,401. |

For all road hierarchies, majority of the capital works budgets are spent on Reseal and Rejuvenation. These align with the condition distribution charts. As majority of the network sit Fair condition, surface treatments are the dominant treatment types.

5.3 BUDGET SCENARIO ANALYSIS

Based on the project scope, three budgets need to be analysed for each road hierarchy.

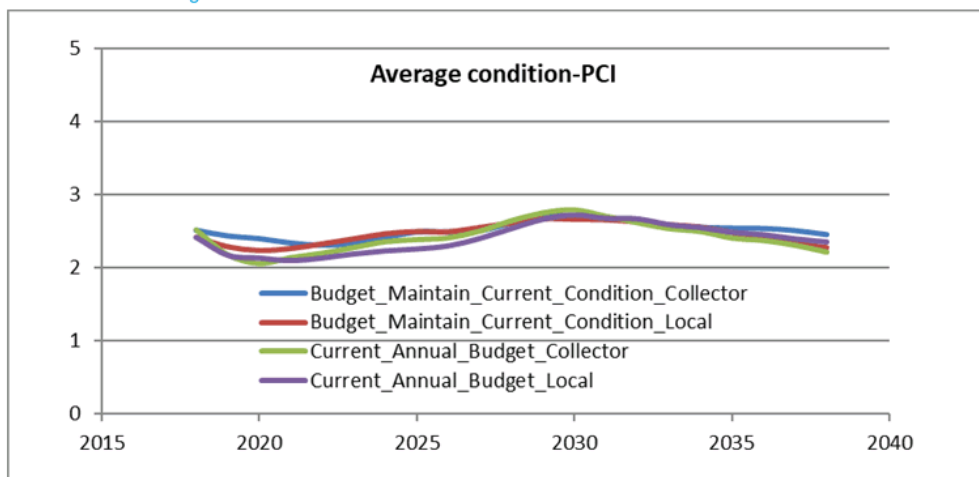
- Current annual budget as defined by the Council.
- Budget required to maintain the current condition of the network- separate budget analysis for each of four road hierarchies
- Maintain PCI 2-3 budget – Budget to achieve a fair condition (PCI 2-3) over the first 10 years, then maintain this condition for the next 10 years. - separate budget analysis for each of four road hierarchies

5.3.1 COLLECTOR AND LOCAL SUB NETWORK

- Current average condition for both Collector and local subnetwork is in "Fair" band (PCI 2-3)
- Current funding level will keep both Collector and local subnetwork is in "Fair" band (PCI 2-3)

Because of the above two reasons, budget to maintain current condition is same as Budget to address PCI 2-3. As the current PCI is already sitting at "fair band, there was no need to explore the higher funding requirement to bring PCI to "Fair" level. The two additional budgets also yield similar average condition and program cost as current annual budget.

Figure 5-3: Average condition PCI for Collector and Local sub-networks



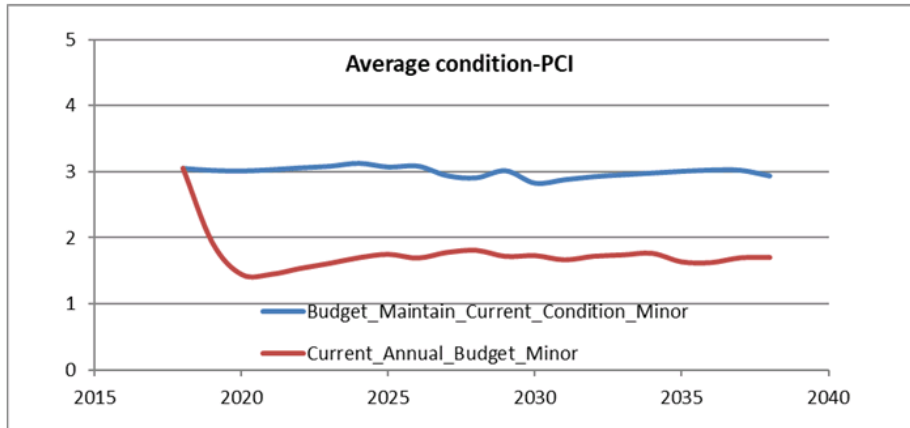
5.3.2 MINOR SUBNETWORK

Current average condition for Minor subnetwork is in "Fair" band.

Because of the above reason, budget to maintain current condition and Budget to address PCI 2-3 over 20 year are same for this sub-network. Based on the supplied treatment unit rates, annual \$30,000 in

Capital works budget on year 1-5, followed by \$20,000 p.a. on year 6-8, \$45,000 on year 9-15 and \$30,000 on year 15-20 will keep the Minor sub-network in its current condition state which is also a within PCI 2-3 band.

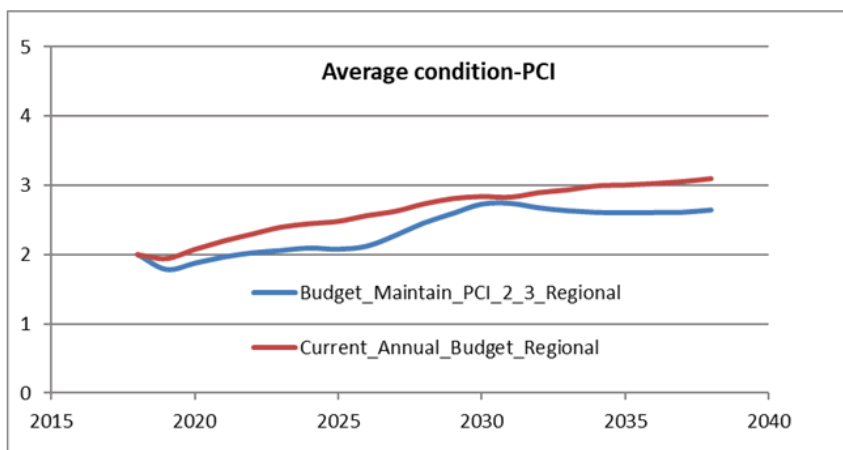
Figure 5-4: Average condition PCI for Minor sub-network



5.3.3 REGIONAL SUBNETWORK

- Current average condition for Regional subnetwork is in “Good” band. Based on the current funding level, the network will enter “Poor” band over 20 years.
- Significant amount of annual spending in Capital works will maintain the Regional sub-network within PCI 2-3 over 20 years. Around \$1M p.a.- \$2Mp.a. budget is required for the first 10 years and around \$3.9M p.a. budget is required in the last 10 years to maintain “Fair” PCI level.
- It was not practical to come up with the budget to keep the network in its current “good” state. Current treatment definitions in SMRC dTIMS do not warrant higher end treatments, e.g. Rehabilitation and Reconstruction to happen when individual indices are in “Fair” band meaning PCI value of 3 or below. Surface treatments, e.g. Rejuvenation and Reseal are applied when PCI is in between 2-3. While those treatments improve the surface cracking and Texture, they do not fully rectify structural conditions, e.g. Rut depth and hence PCI score does not go below 2.

Figure 5-5: Average condition PCI for Regional sub-network



For all subnetwork in above Figures, maintain current condition/ Maintain PCI 2-3 budget still show subtle deterioration in average PCI over time. This is caused by the treatment intervals applied in the analysis. After a major treatment is applied to a section, no treatment is applied up to certain years (depending on the type of the treatment) and the section can slowly deteriorate during that time. In terms of the network, this is displayed as a gradual yet slow increase in average PCI. For instance, for Collector and Local average condition PCI display slight increase from year 2025-2035 (see Figure 5-3). However, PCI starts to improve again after a certain period after 2035.

6 RESULTS

The following results have been supplied in electronic format to the Council:

- Forward works program for the next 20 years (2019-2038) for all budget scenarios analysed
- Charts and graphs for all budget scenarios including
 - Treatment Cost
 - Treatment length
 - Condition Distribution for indices and PCI
 - Average condition charts for various parameters
 - Program Cost

It should be noted that the works programs are based on the treatments implemented in dTIMS and the triggers defined. Further refinements in the program might be achievable with more iterations but not included in the scope of the current project. Additional recommendations have been outlined for the Council to consider for future work.

7 CONCLUSIONS AND RECOMMENDATIONS

ARRB (Australian Road Research Board) was awarded the contract for strategic analysis of the sealed and sealed road network of SMRC. This report summarises the analysis components and results for the sealed road network only.

Analysis of the sealed road network condition was based on road condition data collected by ARRB in 2019 and proposed funding levels supplied by the Council were applied to devise the 20 year works program. The purpose of the analysis is to assist the Council in optimising road works within limited budget

Optimisation of the forward works program utilised the separate available budgets for four sub- network. Three different scenarios were explored at a network level, using updated condition and inventory data.

The investigation found that:

- The current average pavement condition for the whole network in terms of Pavement Condition Index (PCI) is 'Fair'
- Based on the current annual funding level, the average condition of the Collector and Local sub-network network will stay in "Fair" condition for next 20 years
- Based on the current annual funding level, the average condition of the Minor sub-network network will enter and stay in "Good" condition for next 20 years
- Significant amount of annual spending in Capital works will keep the Regional sub-network within Fair level over next 20 years.

It is recommended that the Council:

- reviews the treatment unit rates provided
- conducts a field validation to confirm the results and provide feedback to assist future analysis
- expands the information available for analysis including surface age, traffic etc. which was not available for the investigation to date

APPENDIX A

AppTable 1 Defaults for missing data

| Name | Description | Regional | Collector | Local | Minor access |
|-----------------|---|---------------|---------------|---------------|---------------|
| AADT | Default for missing value -Traffic | 3000 | 1500 | 500 | 200 |
| AADT year | Default for missing value -Traffic_year | 2019 | 2019 | 2019 | 2019 |
| AADT_Growth | Default for missing value -Traffic_Growth | 4% | 3% | 2% | 1% |
| Pct_HV | Default for % of heavy vehicles | 25% | 20% | 15% | 5% |
| SNC | Default for missing value -Structural number | 6 | 5.5 | 4.5 | 4 |
| Agg_Size | Aggregate size (seal), mm | 14 | 14 | 14 | 14 |
| Base_Type | Default for missing value - Base_Type | UB (unbound) | UB (unbound) | UB (unbound) | UB (unbound) |
| CwyType | Default for missing value - Carriageway type | A (undivided) | A (undivided) | A (undivided) | A (undivided) |
| Design_Life | Default design life(year) as a function of base type | 40 | 40 | 40 | 40 |
| lanes | Default values for number of lanes | 2 | 2 | 2 | 1 |
| Pav_Type | Default for missing value - Pavement type | Flexible | Flexible | Flexible | Flexible |
| Surf_Type | Default for missing value - Surface Type | SS (Sealed) | SS (Sealed) | SS (Sealed) | SS (Sealed) |
| Width_Surfacing | Default for Width of Surfacing | Lanes*3.5 | Lanes*3.3 | Lanes*3.0 | Lanes*3.0 |
| Year_Construct | Default for missing value - year of construction or structural work | 1990 | 1990 | 1990 | 1990 |
| Year_Surf | Default for missing value - year of (re)surfacing | 2010 | 2010 | 2005 | 2005 |
| Year_Visual | default for data survey year | 2019 | 2019 | 2019 | 2019 |

AppTable 2 Sealed Road Deterioration models

A.1 Cracking

| | | |
|--|---|--|
| A.1.1 nAAV_Crack_All_area Cracking: per cent of all cracked area (%) | | |
| Sealed surface | | $\Delta crx = K \times (100 - 200 \times (1 + \text{EXP}((0.234 \times crxAGE_i / ((200 - T_i) / 25))^{3.5})))^{-1}$ |
| Asphalt surface | | $\Delta crx = K \times (100 - 200 \times (1 + \text{EXP}((0.682 \times crxAGE_i / ((200 - T_i) / 25))^{3.5})))^{-1}$ |
| $crxAGE_i$ | = | cracking age (elapsed time from the commencement of cracking, years) |
| | = | $Seal_Age - Seal_life$ |
| $Seal_Age$ | = | years since last resurfacing (years) |
| $Seal_life$ | = | number of years until commencement of cracking (years, see Table B.4.2) |

| | | |
|------|---|--|
| TI | = | Thornthwaite Moisture Index a function of rainfall and temperature (Austroads 2010c) |
|------|---|--|

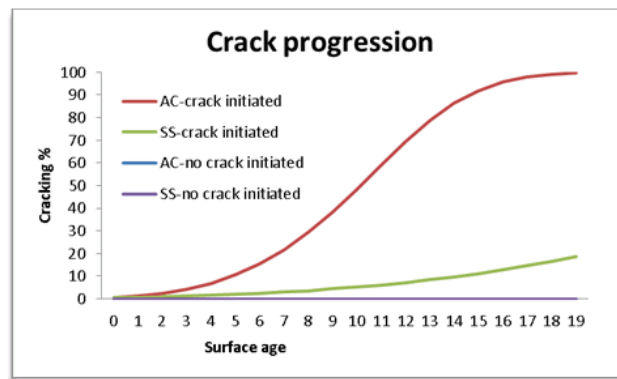
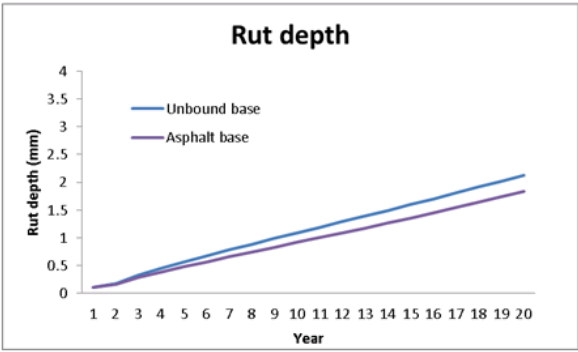


Figure: Crack progression

| | | |
|--------------|--------------------|--|
| Where | nCAAV_Crk_All_area | Calib_Crack*(100.0-200.0*(1.0+EXP((Con_Crack*nAAV_Age_Crk/((200.0-nDAV_TI)/25.0))**3.5))**1.0) |
| | Calib_Crack | Calibration factor for cracking; currently 1.0 (to be adjusted as required) |
| | Con_Crack | Calibration constant as a function of the pavement surfacing type; IF(LCC->DI_Type_Surf='AC',0.682,IF(LCC->DI_Type_Surf='SS',0.234,0.5)) |
| | nAAV_Age_Crk | Cracking age IF(nAAV_Age_Crk>0.0,nAAV_Age_Crk + 1.0,MAX(nAAV_Age_Surf-nDAV_Seal_Life,0.0)) |
| | nDAV_Seal_Life | Design seal life (expected seal life) ROUND((0.158*xT_Tmin-0.107*xT_SealLife_Risk+0.84)/(0.0498*(xT_Tmax-xT_Tmin)/2.0-0.0216*9.5 - 0.000381*LCC->DPI_Aggregate_Size),0.0) |
| | nDAV_TI | Thornthwaite Moisture Index XTAB(xTab_Environ,LCC->DI_Climate_Zone,'TI',2.0) |

| | | |
|---|---|---|
| A.1.2 nAAV_Age_Crk Cracking age (elapsed time from the cracking initiation , years) | | |
| $crxAGE_i$ | = | $Seal_Age - Seal_life$ |
| $Seal_Age$ | | years since last resurfacing (years) |
| $Seal_life$ | | number of years till commencement of cracking (years) |
| nCAAV_Age_Crk | | IF(nAAV_Age_Crk>0.0,nAAV_Age_Crk + 1.0,MAX(nAAV_Age_Surf-nDAV_Seal_Life,0.0)) |

A.2 Rutting

| | | |
|--|---|--|
| Incremental change in rut depth (mm) each year 'i' after initial densification at AGE _i = 1 | | |
| $\Delta rut_{\Delta i}$ | = | $k \times (AGE_i - 1)^{0.617} \times [0.022 \times (100 + TI) / SNC_0 + 0.594 \times MESA_{\Delta i} - 0.000102 \times me]$ $- (AGE_{i-1} - 1)^{0.617} \times [0.022 \times (100 + TI) / SNC_0 + 0.594 \times MESA_{\Delta i-1} - 0.000102 \times me]$ |
| $ENVIR_{\Delta i}$ | = | $m \times IRI_0 \times 1$ |
| AGE_i | = | number of years 'i' since construction or last rehabilitation |
| AGE_{i-1} | = | number of years 'i - 1' since construction or last rehabilitation |
| $MESA_{\Delta i}$ | = | annual traffic load per lane in millions of ESAs each year 'i' |
| $MESA_{\Delta i-1}$ | = | annual traffic load per lane in millions of ESAs each year 'i - 1' |
| k | = | calibration coefficient for roughness (default = 1.0) |
|  | | |
| Figure: Rut depth | | |
| Where | | |
| nAAV_Rut | = | nCAAV_Rut_Inc + nAAV_Rut |
| nCAAV_Rut_Inc | = | Calib_Rut * (((nAAV_Age_Struct - 1.0) ** 0.617 * (0.022 * (100.0 + Exp_xTI) / nDAV_SNC0 + 0.594 * nTRF_MESA_an - 0.000102 * nDAV_ME)) - (MAX((GET_ANALVAR_4_YR(nAAV_Age_Struct, (YR - 1.0)) - 1.0), 0.6)) ** 0.617 * (0.022 * (100.0 + Exp_xTI) / nDAV_SNC0 + 0.594 * GET_ANALVAR_4_YR(nTRF_MESA_an, YR - 1.0) - 0.000102 * nDAV_ME))) |
| Calib_Rut | = | 2.0 |
| nAAV_Age_Struct | = | MIN(GSTART_YR - LCC -> DPI_Year_Structure, 0.5 * Exp_Struct_Design_Life) + 1.0 |
| Exp_xTI | = | XTAB(xTab_Environ, LCC -> DI_Climate_Zone, 'TI', 2.0) |

| | | |
|--------------|---|---|
| nTRF_MESA_an | = | nTRF_MESA_an * (1.0 + LCC->DPI_TRF_AADT_Growth / 100.0) |
| nDAV_ME | = | MIN(((1.75*3.5*1000.0*IF(nDAV_Surf_Type='SS',xT_Unit_Rate_Surf_Seal,xT_Unit_Rate_Surf_AC)*GDISCOUNT*0.01) / ((1.0+GDISCOUNT/100.0)**IF(nDAV_Surf_Type='SS',nDAV_Seal_Life,14.0) - 1.0)) + 500.0,3500.0) |
| nDAV_SNCo | = | MIN(IF(LCC->DI_D0<=0.0,nC_SNCo_default, IF(LCC->DI_Type_Base='CC', 6.5, IF(LCC->DI_Type_Base='UB',nC_SNCo_UB_ini,nC_SNCo_AC_ini))),xT_SNCo) |

A.3 IRI (International Roughness Index)

| | | |
|--|---|--|
| Cumulative increase in roughness from initial roughness after 'i' years (m/km) | | |
| ΔIRI_i | = | $196.74 \times STRUC + 0.016 \times \Delta crx + 0.25 \times \Delta rut + 0.972 \times ENVIR$ |
| $STRUC$ | | cumulative structural deterioration since construction to year 'i' |
| | = | $\exp[m \times AGE_i] \times MESA \times [1 + (SNC_0 - 0.0000758 \times \Delta crx_i \times B \times S)]^{-5}$ |
| Δcrx | = | Annual incremental change of cracking see section 3.7 |
| Δrut | = | Annual incremental change of rutting see section 3.9 |
| $ENVIR$ | = | $m \times IRI_0 \times I$ |
| m | = | $0.0197 + 0.000155 \times TI$ (Martin 1996) |
| IRI_0 | = | $\frac{IRI_i - (196.74 \times STRUC + 0.016 \times \Delta crx + 0.25 \times \Delta rut)}{0.972 \times (m \times AGE_i) + 1}$ |

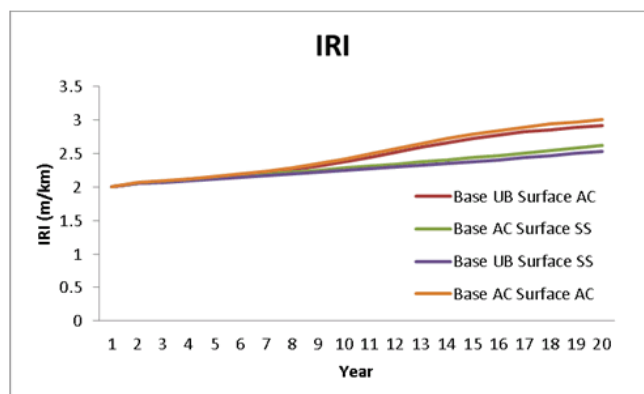


Figure : Roughness-IRI

| | | |
|---------------------|---|--|
| Where | | |
| $nAAV_IRI$ | = | $nAAV_IRI + nAAV_IRI_Inc$ |
| $nAAV_IRI_Inc$ | = | $Calib_IRI * (IF(nAAV_Age_Struct=0.0,0.0,196.74*nAAV_STRUC_Inc+0.016*nAAV_Crack_Inc+0.25*nAAV_Rut_Inc+0.972*nAAV_ENVIR_Inc))$ |
| $Calib_IRI$ | = | 0.33 |
| $nAAV_Age_Struct$ | = | $MIN(GSTART_YR-LCC->DPI_Year_Structure,0.5*Exp_Struct_Design_Life) + 1.0$ |
| $nAAV_STRUC_Inc$ | = | $IF(nAAV_Age_Struct=0.0,0.0,nAAV_IRI_STRUC - GET_ANALVAR_4_YR(nAAV_IRI_STRUC,YR-1.0))$ |
| $nAAV_Crack_Inc$ | = | $IF(nAAV_Age_Crk=0.0,0.0,nAAV_Crack - GET_ANALVAR_4_YR(nAAV_Crack,YR-1.0))$ |

| | | |
|-----------------------|---|---|
| nAAV_Rut_Inc | = | Calib_Rut*((nAAV_Age_Struct-1.0)**0.617*(0.022*(100.0+Exp_xTI)/nDAV_SNC0+0.594*nTRF_MESA_an-0.000102*nDAV_ME)) - (MAX((GET_ANALVAR_4_YR(nAAV_Age_Struct,(YR-1.0))-1.0),0.6))**0.617*(0.022*(100.0+Exp_xTI)/nDAV_SNC0+0.594*GET_ANALVAR_4_YR(nTRF_MESA_an,YR-1.0)-0.000102*nDAV_ME)) |
| nAAV_ENVIR_Inc | = | nDAV_EnvCoeff*nDAV_IRlo |
| nDAV_EnvCoeff | = | 0.0197+0.000155*nDAV_TI |
| nDAV_IRlo | = | MAX((nCAAV_IRI_Ini-nDAV_P1_IRlo_BackCalc) / (P1_IRlo_ENVIR+1.0),1.5) |
| nDAV_TI | = | XTAB(xTab_Environ,LCC->DI_Climate_Zone,'TI',2.0) |
| nDAV_P1_IRlo_BackCalc | = | (196.74*nDAV_P1_IRlo_STRUC)+(0.016*nCAAV_Crack_Ini)+(0.25*nCAAV_Rut_Ini) |

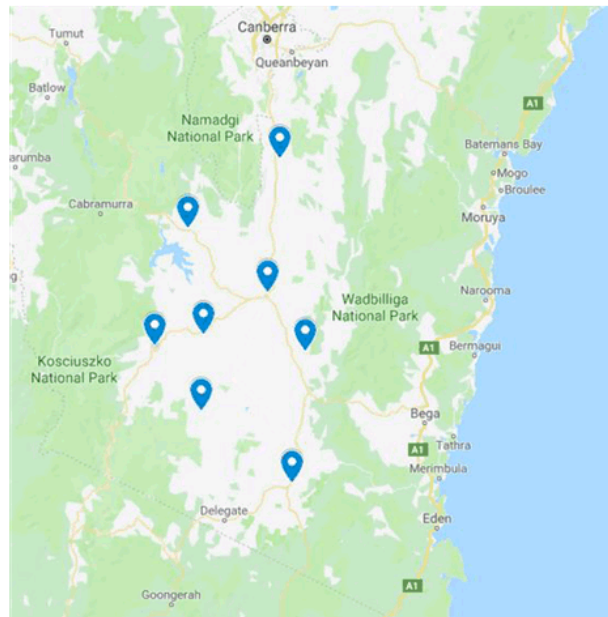
CLIMATE INFORMATION

Eight weather station locations from Bureau of Meteorology (BOM) were included in the climate analysis, these are summarised in Table 3 and Figure 1 below. Climate Analysis was undertaken through an assessment of the rainfall patterns at each location (Table 2).

AppTable 3 Location Information and Associated Weather Station Characteristics

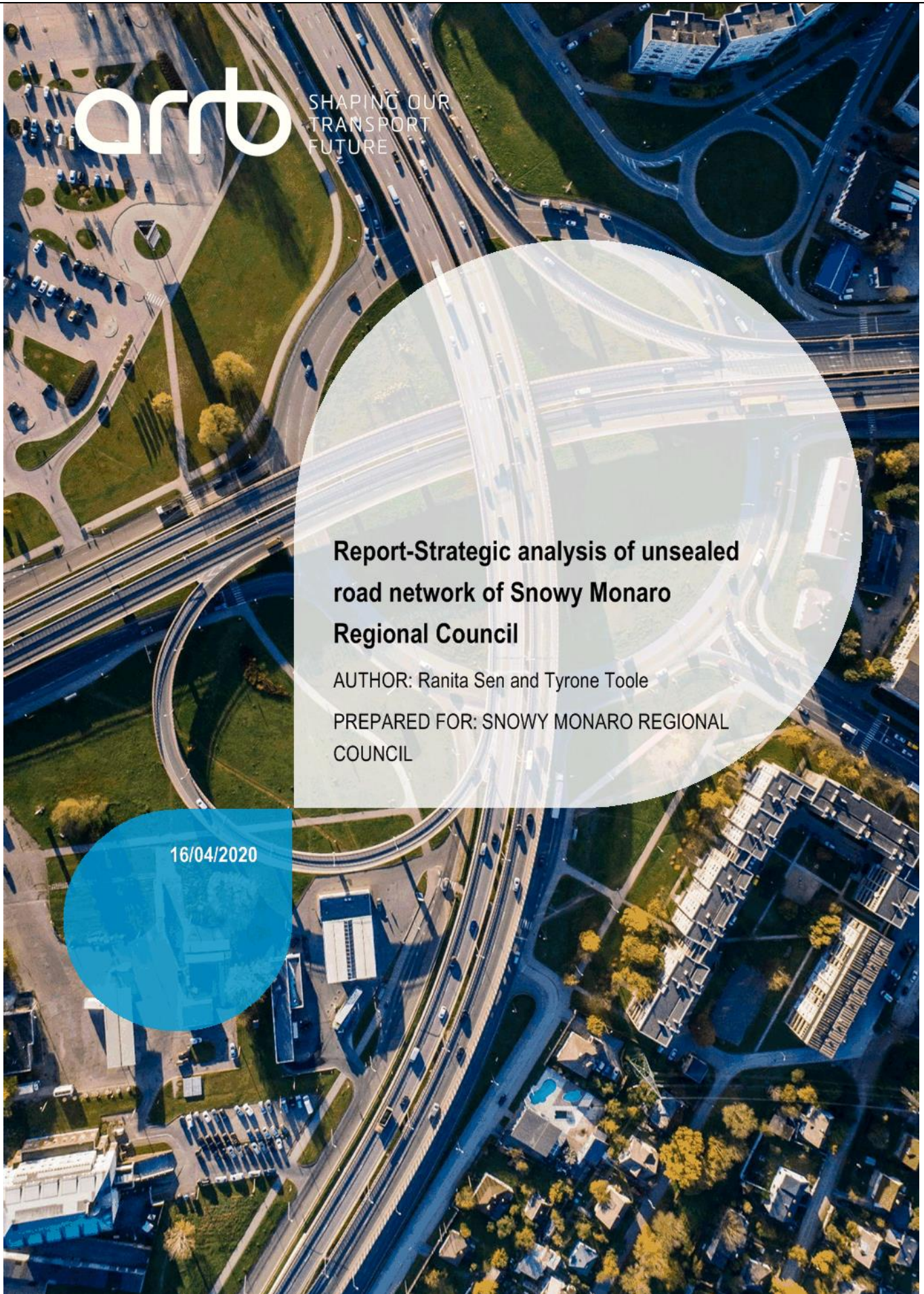
| Location Information | | | Weather Station Characteristics | | | | |
|----------------------|-----------|----------|--|-------------|-----------|----------|---------------|
| Towns | Longitude | Latitude | Station Name | Station No. | Longitude | Latitude | Elevation (m) |
| Adaminaby | 148.77 | -36 | Adaminaby Alpine Tourist Park | 71000 | 148.77 | -36 | 1015 |
| Berridale | 148.82 | -36.37 | Berridale (Bolton Street) | 71022 | 148.83 | -36.37 | 895 |
| Bombala | 149.23 | -36.92 | Bombala (Therry Street) | 70005 | 149.24 | -36.91 | 705 |
| Cooma | 149.12 | -36.32 | Cooma Visitors Centre | 70278 | 149.12 | -36.32 | 779 |
| Jindabyne | 148.62 | -36.42 | Jindabyne (Glochinbah) | 71021 | 148.59 | -36.48 | 990 |
| Michelago | 149.17 | -35.72 | Michelago (Soglio) | 70064 | 149.16 | -35.68 | 758 |
| Nimmitabel | 149.28 | -36.52 | Nimmitabel Wastewater Treatment Facility | 70067 | 149.28 | -36.51 | 1075 |
| Numbla Vale | 148.82 | -36.63 | Dalgety (Hamilton St) | 71005 | 148.84 | -36.5 | 775 |

AppFigure 1: Map of Weather Station Locations



AppTable 4 : Summary for Rainfall Data for Case Study Locations

| Towns | Average Annual Rainfall (mm) | | | Percentile 500mm | | Rainfall 50 th Percentile (mm) | | Rainfall 90 th Percentile (mm) | |
|-------------|------------------------------|--------|--------|------------------|--------|---|--------|---|--------|
| | Long Term | WMO | Recent | WMO | Recent | WMO | Recent | WMO | Recent |
| Adaminaby | 689.26 | 633.03 | 681.88 | 0.21 | 0.05 | 637.8 | 700.9 | 814.8 | 835.96 |
| Berridale | 581.43 | 572.77 | 580.36 | 0.25 | 0.4 | 575.45 | 633.9 | 775.11 | 740.8 |
| Bombala | 647.25 | 665.97 | 650.98 | 0.28 | 501.46 | 663.1 | 647.75 | 919.27 | 833.32 |
| Cooma | 542.50 | 540.18 | 553.02 | 0.45 | 0.35 | 528.35 | 561.5 | 725.14 | 728.8 |
| Jindabyne | 628.97 | 582.93 | 613.24 | 0.31 | 0.28 | 598.1 | 609.35 | 768.86 | 812.4 |
| Michelago | 608.42 | 662.18 | 655.18 | 0.18 | 0.2 | 675.55 | 628.55 | 912.23 | 904.1 |
| Nimmitabel | 692.21 | 686.52 | 644 | 0.27 | 0.26 | 713.9 | 676 | 1013.5 | 863.52 |
| Numbla Vale | 487.56 | 495.49 | 529.86 | 0.54 | 0.43 | 482.6 | 520.4 | 694.4 | 687.54 |



SHAPING OUR
TRANSPORT
FUTURE

**Report-Strategic analysis of unsealed
road network of Snowy Monaro
Regional Council**

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PREPARED FOR: SNOWY MONARO REGIONAL
COUNCIL

16/04/2020

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SUMMARY

ARRB (Australian Road Research Board) was awarded the contract for strategic analysis of the sealed and unsealed road network of Snowy Monaro regional Council (SMRC). This report summarises the analysis components and results for the unsealed road network only.

Analysis of the unsealed road network condition was based on road condition data collected by ARRB in 2019 and proposed funding levels supplied by SMRC were applied to devise a 15 year works program. The purpose of the analysis is to assist the Council in optimising road works within limited budget

Optimisation of strategies for the forward works program development utilised the entire available budget applied to the whole analysed road network. Three different scenarios were explored at a network level, using updated condition and inventory data.

The investigation found that:

- The current average pavement condition in terms of Pavement Condition Index (PCI) is 'Poor'
- Based on the current annual funding level, the average condition of the network will deteriorate but remain within 'Poor' band over the analysis period
- An annual budget of \$1M in the 1st year, \$5 M p.a. for the next 3 years followed by \$4M p.a. for the rest of the period will keep the network in its current state over the next 15 years
- An annual budget of \$3M in the year 1, \$4M p.a. on year 2-3, \$5M p.a. on year 4-5, followed by \$6M p.a. for the last 10 years is required to achieve fair condition (PCI 2-3) at year 2026 and maintain that for the rest of the analysis period.

It is recommended that the Council:

- conducts a field validation to confirm the results and provide feedback to assist future analysis
- expand the information available for analysis including gravel depth and traffic which was not available for the investigation to date

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1 INTRODUCTION

ARRB (Australian Road Research Board) was awarded the contract for road pavement management consultancy services by the Snowy Monaro Regional Council (SMRC). The analysis comprises two main components: the strategic analysis of the sealed road network and the strategic analysis of the unsealed road network. This report summarises the analysis components and results for the unsealed road network only.

Analysis of the unsealed road network condition was based on road condition data collected by ARRB in 2019 and proposed annual funding levels supplied by SMRC (proportioned to the road length surveyed) were applied to devise a 15 year works program. The purpose of the analysis is to assist the Council in optimising road works within its limited budget.

Some of the critical questions in road infrastructure management for SMRC's unsealed road network which this analysis aimed to address are:

- What is the funding required for lifting the current condition to a specified level of service?
- Is it possible to preserve the road network to current performance standards with the available funds?

The following scenarios were analysed in addressing the above questions:

- Current annual budget as defined by the Council-\$3.08 Million as supplied by the Council
- Budget required to maintain the current condition of the network
- Budget to address backlog PCI 2-3 – Budget to achieve a fair condition (PCI 2-3) over the first half of the analysis period, then maintain this condition for the rest of the analysis period

The report is based on the ARRB proposed treatment strategies and associated definitions for unsealed roads, and the corresponding levels of service implemented in an unsealed dTIMS (Deighton's Total Infrastructure Management System) setup customised for the Council using Council supplied treatment unit rates. The analysis has attempted to provide answers to the questions facing the Council managing the road assets.

2 SCOPE OF THE PROJECT

The objective of the unsealed network analysis is to determine the current status as well as the predicting forward condition of SMRC's unsealed network. Assessment of the current status of the unsealed network was based on the data available.

The scope of the project based on the above objective was as follows:

- processing of unsealed pavement condition data collected in 2019
- implementing an unsealed road dTIMS (Deighton's Total Infrastructure Management System) setup
- updating the dTIMS database containing all relevant information, condition and administrative data
- modelling the performance of the road network using local road deterioration models developed by ARRB under a major Local Roads Deterioration Study (LRDS) in order to estimate the required frequency of regrading and regravelling to maintain the unsealed network
- implementing specific level of service and treatments
- optimising the use of existing funding and developing a 15 year works program
- preparing a summary report detailing the results of the analysis.

3 DESCRIPTION OF THE NETWORK

3.1 DATA

Most of the Inventory data and other information has been gathered from the database of SMRC. The data has segmentations based on treatment length as preferred by the Council. Road classification, traffic, pavement testing data has also been supplied by the Council. Unsealed road condition data collected by ARRB in 2019 forms of the basis of the current analysis. Condition data was collected at 10-metre intervals and later processed at a segment level as preferred by the Council.

Table 3-1 Road network length based on carriageway hierarchy

| Data type | Data source |
|--|--|
| Road inventory and traffic information | Council Supplied |
| Unsealed road condition | Collected by ARRB |
| Climate data | Extracted by ARRB from Bureau of Meteorology and using the ARRB Climate Tool |
| Soil and material information | Council supplied testing information as well as ARRB collected information |

Detailed climate information gathered by ARRB is included in the Appendix A

3.2 NETWORK COMPOSITION

ARRB surveyed a total of around 1730 km of SMRC unsealed road length. The road network classification is based on the carriageway hierarchy presented in Table 3-2.

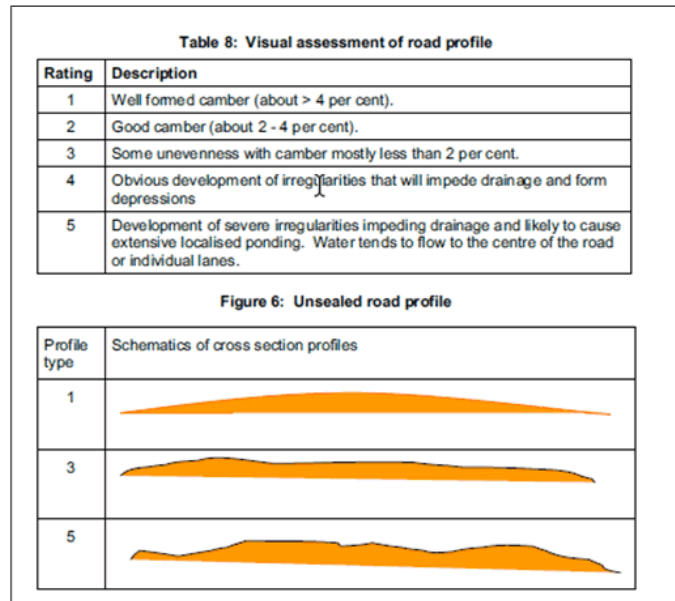
Table 3-2: Road network length based on carriageway hierarchy

| Hierarchy | Length (km) |
|--------------|-------------|
| Regional | 65.862 |
| Collector | 500.199 |
| Local | 835.58 |
| Minor Access | 329.153 |

3.3 CURRENT CONDITION

The unsealed road condition data collected includes Roughness (IRI, international roughness index) and the overall general condition which has been rated in terms of "Unsealed road general condition". The latter is a single representation of the overall road profile condition (on a five-point scale) and is a combined rating of profile shape, corrugation, potholes, rutting etc. The schematic diagram used for rating is shown in Figure 3-1.

Figure 3-1: Unsealed road condition rating criteria



• Source: ARRB

The current average conditions for the whole network based on the collected and rated physical parameters are provided in Table 3-3.

Table 3-3: Average road network condition parameter

| Parameter | Average values |
|---------------------------------|----------------|
| Roughness | 6.08 |
| Unsealed road general condition | 3 |

3.4 CURRENT CONDITION BASED ON CONDITION INDICES

The Pavement Condition Index (PCI) is a composite index describing the condition of the pavement in terms of different defect parameters.

Three important condition features for unsealed road are as follows:

- Gravel Depth: depth of the Gravel (mm)
- Crown Shape; shape of the crossfall. Calculated from the shape loss assuming an initial crossfall of 5%
- Roughness, IRI m/km

While IRI has been collected, there was no information on other parameters. Therefore, based on the general profile condition score and information on the nominal gravel depth as advised by the Council, following interpretation (Table 3-4) has been made for the initial Gravel Depth and Shape of the Crown.

Table 3-4: Interpretation of Initial Gravel depth and Crown shape from the general condition rating

| General Profile condition Score | Gravel Depth (mm) | Shape loss (mm) | Crown Shape (mm) |
|---------------------------------|-------------------|-----------------|------------------|
| 1 | 100 | 0 | 5% |
| 2 | 100-75 | 20% | 4% |
| 3 | 75-50 | 50% | 2.5% |
| 4 | 50-10 | 75% | 1.25% |
| 5 | <10 | 100% | 0% |

For the calculation of the Pavement Condition Index (PCI), the three individual condition parameters have been normalised into indices by applying a standard scale of 1–5, with 0–1 being ‘Very good’ and 4–5 being ‘Very poor’. The definition of the classification scale and the principles of its calculation are discussed in Section 4.4 and Section 4.5 . Individual indices are also known as the condition index and the combination of them is referred to as PCI.

Currently the PCI has 3 components.

- Index_Gravel depth
- Index_Crown_Shape
- Index_IRI

The PCI is calculated by aggregating individual normalised parameters, namely the roughness index, the gravel depth index and the shape index. The current condition distribution of the whole network (for individual indexes) and the PCI are presented in Figure 3-2 and Figure 3-3 respectively. A detailed description of the PCI algorithm is presented in Section 4.6.

Figure 3-2: Current condition for different defects-whole network

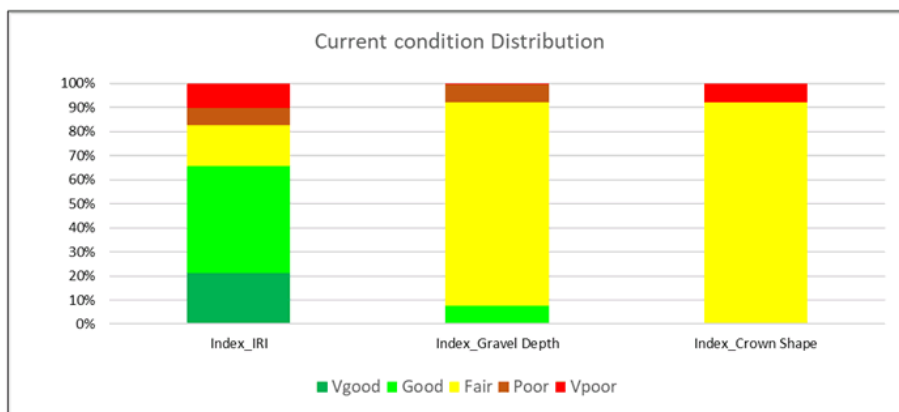
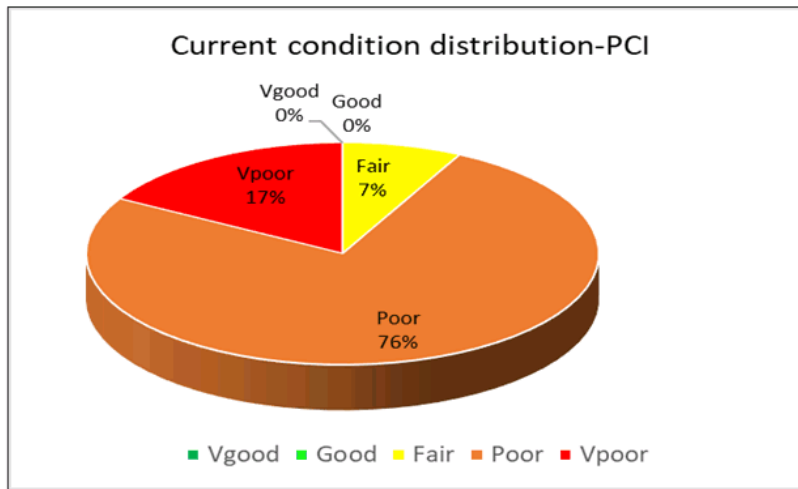


Figure 3-3: Current condition distribution based on PCI-whole network



Based on the current condition, the network is in a poor shape with most of the length sitting in 'poor' condition in terms of PCI with no road length in a 'very good/good' condition.

4 THE UNSEALED ROAD MODELLING TOOL

4.1 GENERAL

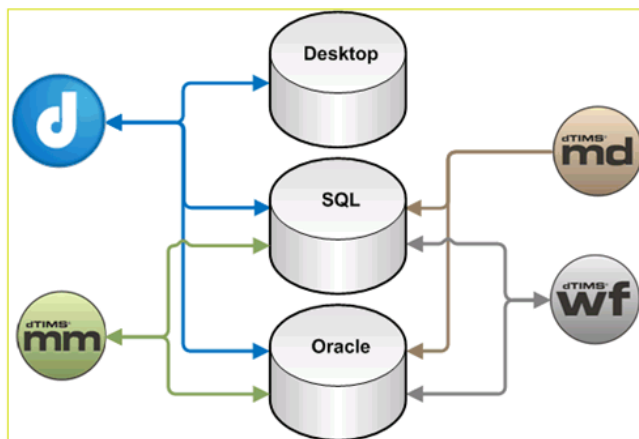
Deighton's Total Infrastructure Management System (dTIMS) has been used to store and process data, implement models, define treatments, run the analysis and to optimise budget scenarios.

A brief description of the PMS tool, performance models, treatments and triggers, level of service definitions etc. have been included in the following sections. A detailed description of the dTIMS tool and working principles are not included here but can be supplied separately if required.

4.2 DEIGHTON'S TOTAL INFRASTRUCTURE MANAGEMENT SYSTEM (DTIMS)

The dTIMS database and decision support tool is used by many state road agencies and road managing organisations in Australia and overseas. A unique feature of dTIMS is that it separates the software platform from the ideas contained in the application by providing asset management tools without forcing any content-related ideas onto the user.

Figure 4-1: dTIMS software family



dTIMS provides an asset inventory of multiple asset types, related to one another using a Linear Referencing System (LRS). In addition to the asset inventory, dTIMS offers deterioration modelling tools, which when coupled with the planning and budgeting tools result in a capital investment and maintenance planning capability.

dTIMS allows users to customise their asset management system to their requirements without changing the source code. The associated benefits translate into lower technical and financial risks for users.

- During implementation there is no data transformation required to accommodate external data as dTIMS accepts any data in its source structure
- Once implementation is complete the database structure and analysis models are available in their entirety for review, modification and expansion

4.3 ROAD DETERIORATION MODELS

The deterioration models estimate the future performance of the pavement. Performance models are one of the critical parts of the asset management model together with the work effects, cost models and the objective function used as the optimisation target.

The models used in the unsealed road dTIMS setup for the Council are based on models developed by ARRB under the Australian Local Roads Deterioration Study (LRDS) which have been applied to project the required frequency of gravel regrading and Gravel resheeting (Regravel) to maintain the unsealed network. The main deterioration and works effects models include the following:

- Gravel loss model
- Shape loss model
- Roughness progression (IRI) model
- Roughness and shape improvement (after works)

Detailed descriptions of the models are included in Appendix A.

4.4 LEVEL OF SERVICE

Level of service (LoS) is meant to translate measurable technical conditions into levels of acceptance which is usually stated as Very good; Good; Fair; Poor; Very poor.

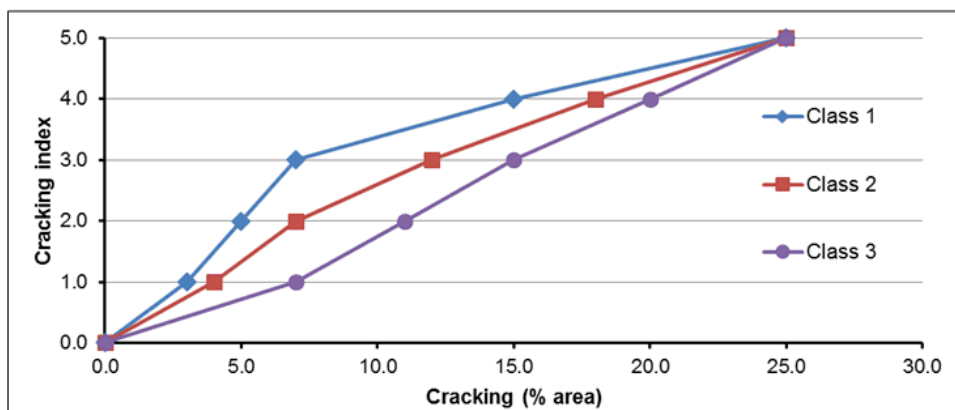
Measured values, e.g. roughness, cracking etc. on their own convey an absolute number, without any judgement. Value judgement, i.e. what is considered good, fair, poor, etc. is required for practical asset management, as the value judgement reflects the level of service the asset owner desires to achieve. An example value judgement presented in Table 4-1 shows the cracking ranges assigned to each condition class for a single asset (or road) class. The examples explain how the condition indices are derived; however, they are not specific to the SMRC unsealed road setup.

Table 4-1: Example condition classes

| Class name | Very good | Good | Fair | Poor | Very poor |
|----------------------|-----------|------|------|-------|-----------|
| Index range of class | 0-1 | 1-2 | 2-3 | 3-4 | 4-5 |
| % cracking | 0-3 | 3-6 | 6-10 | 10-15 | > 15 |

The ranges or condition classes can be graphically presented as a series of straight lines (Figure 4-2).

Figure 4-2: Example condition index



The asset manager must define the ranges (bands) for each parameter and asset class may be defined for different situations, such as different road classes, pavement types or other circumstances. Figure 4-2

shows the level of service (LoS) for three road classes; the per-cent cracking that is still 'good' for class 3 roads is 'poor' for class 1 roads.

4.5 TRANSFORMATION OF THE PHYSICAL PARAMETER TO INDEX

The measured values are converted into index values by using transformation functions between two index ranges. It is possible to use a single transformation function covering the full range from 0 to 5; however, no single function can fit the individually defined transition points from one band to another. Consequently, a series of linear functions are used that can easily be fitted to the transition points. The generic form of each of the straight lines is:

$$Y = ax + b \tag{1}$$

where

a = the slope of the line

b = is the intercept

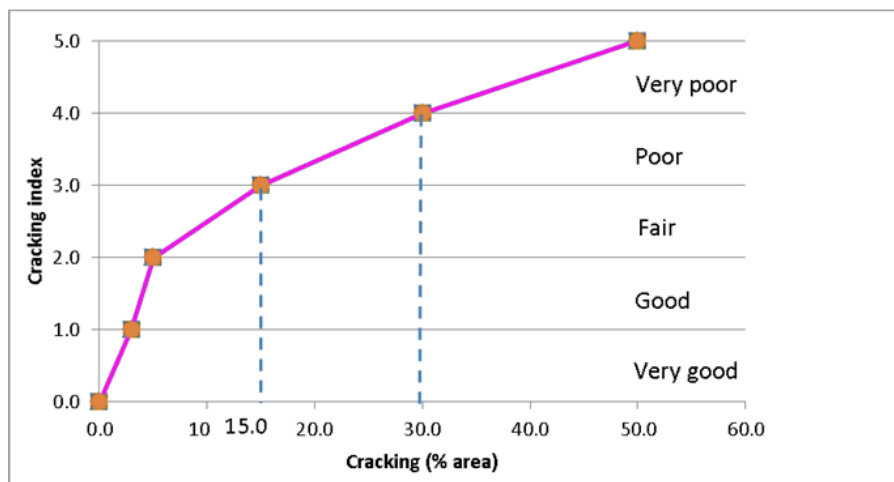
$$a = \frac{(y_2 - y_1)}{(x_2 - x_1)} \text{ and } b = y_i - a \times x_i \tag{2}$$

where

x_1, y_1, x_2, y_2 = transition points

Figure 4-3 shows how cracking (% area) value is converted into an indexed number between 0 and 5 representing a level of service. A linear conversion methodology has been applied and the broken blue lines in the chart illustrate the definition of 'Poor' ranging from 15–30% (Index value 3 to 4).

Figure 4-3: Transformation of values to index



Different curves may be determined to reflect local requirements, e.g. different line slopes could be used for cracking on asphalt and sprayed seal pavements.

The individual curves also assist to set the triggers in a rational and meaningful way – e.g. by accepting a parameter to deteriorate to the border between fair and poor condition defines the trigger level and acceptance of roads in fair condition.

Table 4-2 presents the current definition of level of services in terms of roughness, gravel depth, crown shape etc., as defined in the Council’s unsealed dTIMS database. For simplicity, the LOS definitions for the parameters are kept same for all road hierarchies.

Table 4-2: Level of service (LoS) definition for the unsealed road condition parameters

| Class name | INDX range | Value range | | |
|------------|------------|---------------|--------------|-------------|
| | | Roughness IRI | Gravel Depth | Crown Shape |
| Very good | 1 | 4 | 100 | 5% |
| Good | 2 | 6 | 75 | 4% |
| Fair | 3 | 8 | 50 | 2.50% |
| Poor | 4 | 10 | 10 | 1.25% |
| Very poor | 5 | >10 | <10 | <1.25% |

4.6 PAVEMENT CONDITION INDEX- PCI

Individual condition indexes are aggregated to produce a composite pavement condition index (PCI). The PCI is calculated using the value of the worst criteria among individual parameters and then adding a proportion of the rest of the parameters.

The following equation, which utilises the Advanced Maximum Method, has been adopted to produce the PCI Index considering the individual condition attributes:

$$\text{Worst}(w_i \times \text{Index}_i) + p(\text{SUM}(w_i \times \text{Index}_i) - \text{Worst}(w_i \times \text{Index}_i) / \Sigma(w_i) - \text{Avg}(w_i)) \quad 3$$

where

- w_i = weight for individual condition criteria Roughness, Gravel depth, Crown shape (see Table 4-3 for current weights for Council)
- Index_i = index value for individual condition criteria; Roughness, Gravel depth, Crown shape
- p = Condition factor (the current value is 0.1)

Table 4-3: PCI weighting in unsealed dTIMS setup

| | Weight PCI |
|--------------------|------------|
| Index_Gravel depth | 1 |
| Index_IRI | 1 |
| Index_Crown_Shape | 1 |

4.7 TREATMENTS

Using the “Unsealed road general condition” score, two sets of treatments have been considered

- Regravel (i.e. Gravel Resheet) based on the modelled Gravel depth over time
- On-going grading for each segment with varying grading frequency based on a maximum IRI value

Table 4-4 outlines the treatments implemented in unsealed dTIMS setup.

Table 4-4: Treatments in SMRC unsealed dTIMS setup

| Treatment Name | Description | Treatment Type |
|------------------|--------------------------------|----------------------|
| Regravel_Grade_1 | Regravel followed by 1 grading | Ongoing as triggered |
| RSGrade_1 | Regular Grading 1/year | Ongoing as triggered |
| RSGrade_2 | Regular Grading 2/year | Ongoing as triggered |
| RSGrade_3 | Regular Grading 3/year | Ongoing as triggered |
| RSGrade_4 | Regular Grading 4/year | Ongoing as triggered |

4.8 TRIGGERS

Triggers specify a combination of conditions and circumstances when a treatment is applicable. Treatments are triggered at this point and in every subsequent year if the trigger conditions are met or exceeded. Treatments triggered on the same element (road section) during the analysis period form a strategy. Many strategies may be generated for each section and one will be selected for the work program during the optimisation phase.

Trigger conditions for all treatments are presented in Table 4-5.

Table 4-5: Treatments triggers

| Treatment Name | Trigger condition |
|------------------|--|
| Regravel_Grade_1 | Analysis Year>1 and Gravel Depth<75 |
| RS_Grade_1 | Analysis Year>1 and Max_Grading_Frequency_days>=365.0 and Max_Grading_Frequency_days<400.0 |
| RSGrade_2 | Analysis Year>1 and Max_Grading_Frequency_days>=180.0 and Max_Grading_Frequency_days<365.0 |
| RSGrade_3 | Analysis Year>1 and Max_Grading_Frequency_days>=110.0 and Max_Grading_Frequency_days<180.0 |
| RSGrade_4 | Analysis Year>1 and Max_Grading_Frequency_days<=109.0 |

It should be noted that If in any year, Max_Grading_Frequency_days is more than 400, then nothing is done in that year and grading is triggered in the next year.

The above triggers define the circumstances when a treatment is applicable. Triggers indicate the earliest possible condition when a treatment may be applied. Treatments are generated in dTIMS every time a trigger condition is met or exceeded. dTIMS may generate several alternative strategies, depending on the triggers, deterioration rates and the timing of the treatments to choose from during optimisation.

DECIDING ON NUMBER OF ONGOING MAINTENANCE GRADING REQUIREMENTS

The number of on-going maintenance grading requirements for any section are determined in terms of the number of the days required for the current IRI to reach the maximum level (IRI Maximum of 10 is used in this setup). This becomes the Max_Grading_Frequency_days and the grading frequency per year is based on this value.,

The equation is:

$$\text{Max_Grading_Frequency_days} = (\text{IRIMax} - \text{Current IRI}^{**0.721}) * 1.881 * 1000.0 / (0.007 * \text{Monthly precipitation} * 12.0)$$

Each year treatments are checked against this number and based on the number; the maintenance grading type required is triggered as described in the table above.

4.9 TREATMENT UNIT RATES

Unit rates for each defined treatment were determined as a cost per km. Treatment rates are currently the same for different road hierarchies and consistent with Council's current practice (Table 4-6).

Table 4-6: Treatment unit rates

| Treatment Name | Unit rate |
|------------------|---|
| Regravel_Grade_1 | Calculated based on the gravel thickness required, with a maximum of \$41500/km for a layer thickness of 100 mm |
| RSGrade_1 | \$1500/km |
| RSGrade_2 | \$3000/km |
| RSGrade_3 | \$4500/km |
| RSGrade_4 | \$6000/km |

4.10 TREATMENT RESET

Treatment resets are improvements in the condition of the road after a treatment is applied. For unsealed roads these mean improvements in roughness, crown shape and gravel depth, with the resets reported in Table 4-7.

Table 4-7: Treatment resets

| Treatment Name | Gravel depth | IRI | SL | No of the days since last grading |
|------------------|---------------|---|------------------------------|-----------------------------------|
| Regravel_Grade_1 | 100 | 4 | 0 | 0 |
| RSGrade_1 | Recalculation | $\text{IRI}_{\text{after}} = \text{IRI}_{\text{before}} + 0.006 \times \text{AADT} \times \text{AP}/1000 - 0.499 \times \text{IRI}_{\text{before}}$ | 0.5*SL (before treatment) | 0 |
| RSGrade_2 | Recalculation | | | 0 |
| RSGrade_3 | Recalculation | | | 0 |
| RSGrade_4 | Recalculation | | | 0 |

At the beginning of the following year, the "No of the days since last grading" is recalculated based on the last treatment, as follows:

- If last year's treatment was RSGrade_1, No of days since last grading=365
- If last year's treatment was RSGrade_2/Regravel_Grade_1/ HeavyGrading_Graveltopup/ Heavygrading_GravelPartResheet/ HeavyGrading_FullResheet, No of days since last grading = 183
- If last year's treatment was RSGrade_3, No of days since last grading = 120
- If last year's treatment was RSGrade_4, No of days since last grading = 90

5 RESULTS

5.1 BUDGET SCENARIOS

Three different budget scenarios (Table 5-1) were explored over 15 years to answer the following questions:

- Is the current annual budget enough to maintain the network at a specified condition?
- What is budget required to achieve and maintain the fair level (PCI 2-3)?
- What is budget required to keep the network at its current state?

Snowy Monaro Regional Council currently spends around \$3.08 M per annum for maintaining the unsealed road network. This amount was applied as current annual budget for the whole network.

All budget scenarios have been applied for the whole analysed network.

Table 5-1: Budget scenarios

| Name | Description |
|-----------------------------------|---|
| Current annual budget | Budget for the network as defined by the Council- \$3.08M p.a. |
| Budget maintain current condition | Budget required to maintain the current condition of the network |
| Budget to address backlog PCI 2-3 | Budget to achieve a fair condition (PCI 2-3) over the first half of the analysis period and, then maintain this condition for the rest of the analysis period |

The following sections summarise the findings from the scenario analysis. The first year of treatment application is 2019. To show the initial condition before treatment application, all charts have a label marked as year 2018.

5.2 NETWORK CONDITION

Based on the average condition, the PCI for the whole network falls within the 'Poor' category over the analysis period for the current annual budget (Figure 5-1). However, averages can be deceptive and may hide some critical issues. A more realistic picture can be gained by exploring the distribution of PCI over time. The overall condition index PCI is shown in Figure 5-2 for all the budgets analysed.

Figure 5-1 Average condition PCI whole network

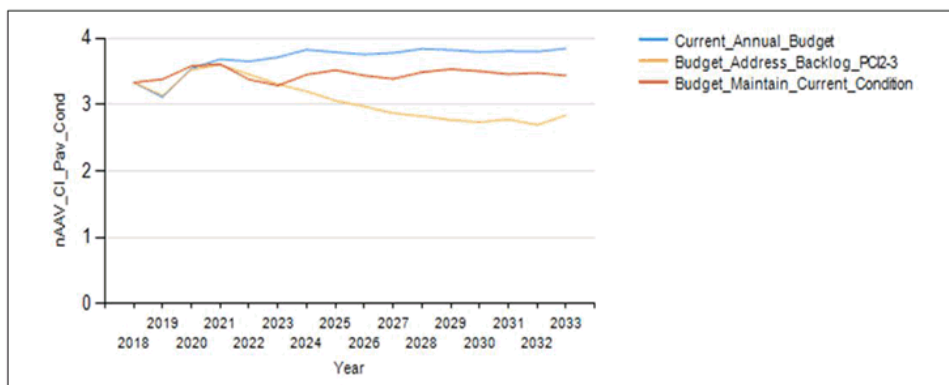
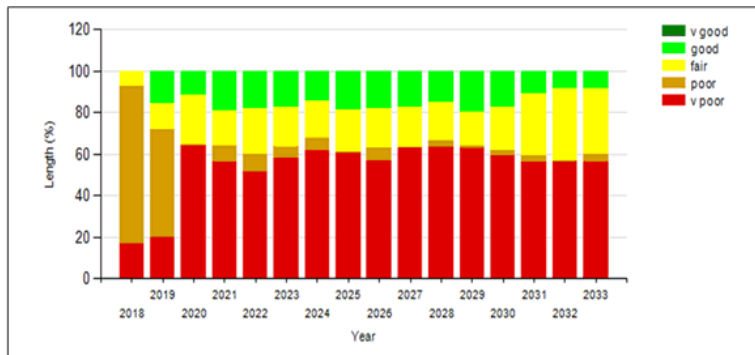
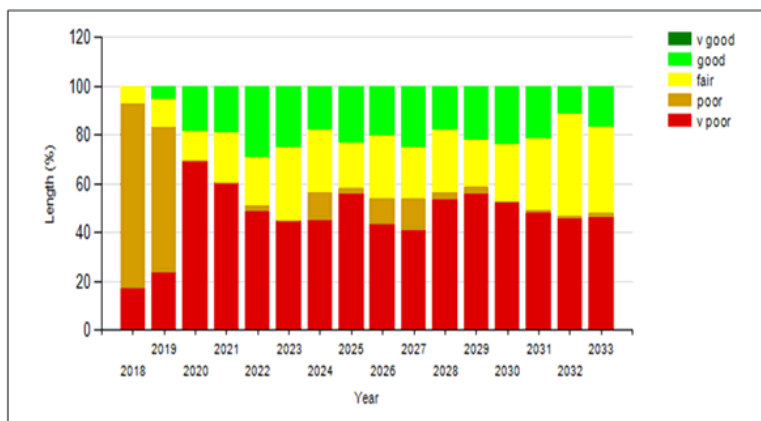


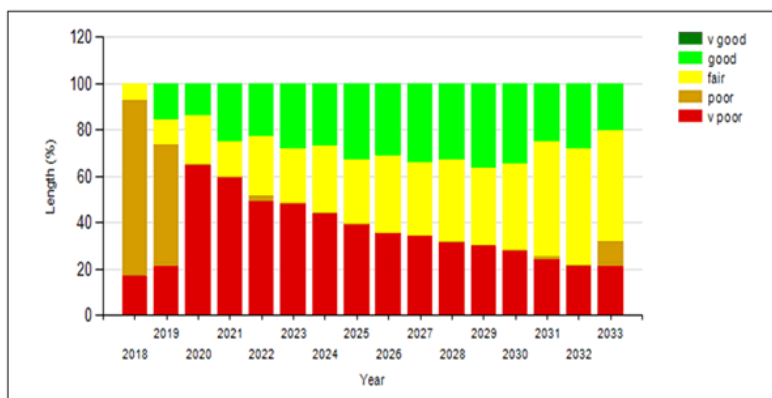
Figure 5-2: Condition distribution PCI over the analysis period- whole network (a) Current annual budget
(b) Budget to maintain current condition (c) Budget to address backlog PCI2-3



(a) Current annual budget



(b) Budget to maintain current condition



(c) Budget to address backlog PCI 2-3

In Figure 5-2, for the current annual budget, around 60% of the network has 'Very Poor' PCI from 2020 onwards and the proportion remains almost unchanged over time. For budget to address PCI 2-3, that proportion is same at the beginning but reduces significantly over time (around 20% at the end of the analysis).

It should be noted that average condition and distribution charts are based on the defined level of service (Good, Fair, Poor etc. bands) and will change if the definition of LoS changes.

5.3 TREATMENT COSTS AND LENGTH

The allocation of funds to various treatments varies in time and with the available budget. For the current funding level, the dominant treatments are Regravel_Grade_1 and RSGrade_2. Treatment cost and length for the current annual budget are presented in Table 5-2 and Table 5-3 below.

Table 5-2: Treatment costs(\$) – current annual budget

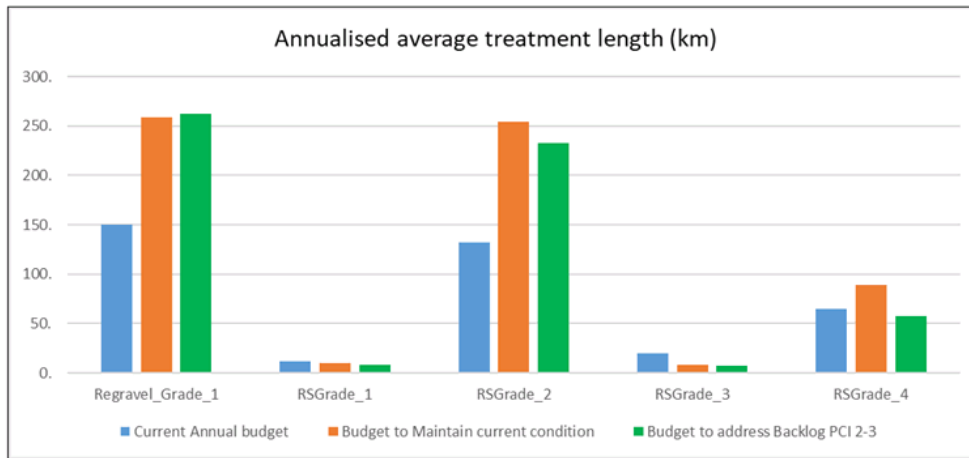
| Year | Regravel_Grade_1 | RSGrade_1 | RSGrade_2 | RSGrade_3 | RSGrade_4 |
|------|------------------|-----------|-----------|-----------|------------|
| 2019 | 2,632,368. | 18,231. | 311,142. | 11,597. | 106,638. |
| 2020 | 2,820,210. | | 15,945. | 95. | 243,714. |
| 2021 | 1,420,859. | | 654,834. | 192,195. | 812,106. |
| 2022 | 2,426,792. | | 524,784. | 68,836. | 59,586. |
| 2023 | 2,823,154. | | 232,575. | 2,948. | 21,312. |
| 2024 | 2,953,498. | | 126,495. | | |
| 2025 | 1,837,767. | | 589,062. | 7,740. | 645,372. |
| 2026 | 2,445,211. | | 610,299. | 558. | 23,724. |
| 2027 | 2,741,053. | | 289,473. | 10,089. | 39,360. |
| 2028 | 2,917,265. | | 151,356. | 599. | 10,764. |
| 2029 | 2,427,137. | | 555,255. | | 97,596. |
| 2030 | 2,209,936. | | 615,594. | | 254,460. |
| 2031 | 1,519,889. | | 387,918. | 17,582. | 1,154,598. |
| 2032 | 1,540,788. | | 301,056. | | 1,238,040. |
| 2033 | 2,041,919. | | 45,030. | 542,714. | 450,336. |

Table 5-3: Treatment length (km) –current annual budget

| Year | Regravel_Grade_1 | RSGrade_1 | RSGrade_2 | RSGrade_3 | RSGrade_4 |
|------|------------------|-----------|-----------|-----------|-----------|
| 2019 | 263.31 | 12.15 | 104.76 | 2.64 | 18.25 |
| 2020 | 174.34 | | 5.70 | 12.84 | 45.31 |
| 2021 | 78.16 | | 259.05 | 43.45 | 135.81 |
| 2022 | 147.21 | | 177.40 | 19.91 | 10.45 |
| 2023 | 238.18 | | 78.16 | 0.69 | 3.57 |
| 2024 | 207.11 | | 53.96 | | |
| 2025 | 99.05 | | 238.10 | 1.74 | 108.85 |
| 2026 | 117.00 | | 207.11 | 0.12 | 3.96 |
| 2027 | 223.64 | | 97.13 | 3.55 | 9.96 |
| 2028 | 208.88 | | 62.40 | 0.13 | 1.79 |
| 2029 | 137.54 | | 222.16 | | 16.31 |
| 2030 | 104.41 | | 208.88 | | 46.18 |
| 2031 | 65.00 | | 135.54 | 3.97 | 224.50 |
| 2032 | 55.38 | | 100.95 | | 209.29 |
| 2033 | 126.09 | | 35.36 | 126.82 | 78.59 |

The changing composition of the work items for different budget scenarios is also illustrated in Figure 5-3. As expected, the budget to address backlog (PCI 2-3) has substantially more treated length per annum, particularly in the "Regravel_Grade_1" treatment, compared to the current annual budget.

Figure 5-3: Annualised average treated length (km) in different budget scenarios



6 RESULTS

The following results have been supplied in electronic format to the Council:

- Forward works program for the next 15 years (2019-2033) for all budget scenarios analysed
- Charts and graphs for all budget scenarios including
 - Treatment Cost
 - Treatment length
 - Condition Distribution for indices and PCI
 - Average condition charts for various parameters
 - Program Cost

It should be noted that the works programs are based on the treatments implemented in dTIMS and the triggers defined. Further refinements in the program might be achievable with more iterations but not within the scope of the current project. Additional recommendations have been outlined for the Council to consider for future work.

7 CONCLUSIONS AND RECOMMENDATIONS

ARRB (Australian Road Research Board) was awarded the contract for strategic analysis of the sealed and unsealed road network of SMRC. This report summarises the analysis components and results for the unsealed road network only.

Analysis of the unsealed road network condition was based on road condition data collected by ARRB in 2019 and proposed funding levels supplied by the Council were applied to devise the 15 year works program. The purpose of the analysis is to assist the Council in optimising road works within limited budget.

Optimisation of the forward works program utilised the entire available budget applied to the whole road network. Three different scenarios were explored at a network level, using updated condition and inventory data.

The investigation found that:

- The current average pavement condition in terms of Pavement Condition Index (PCI) is 'Poor'
- Based on the current annual funding level, the average condition of the network will deteriorate but remain within 'Poor' band over the analysis period
- An annual budget of \$1M in the 1st year, \$5 M p.a. for the next 3 years followed by \$4M p.a. for the rest of the analysis period will keep the network in its current state over the next 15 years
- An annual budget of \$3M in the year 1, \$4M p.a. on year 2-3, \$5M p.a. on year 4-5, followed by \$6M p.a. for the last 10 years is required to achieve fair condition (PCI 2-3) at year 2026 and maintain that for the rest of the analysis period.

It is recommended that the Council should undertake the following:

- conduct field validation to confirm the results and provide feedback to inform future analysis
- expand the analysis to include information such as gravel depth and traffic which were not available for the investigation to date.

APPENDIX A

UNSEALED ROAD DDETRIORATION MODELS

GRAVEL LOSS

The RD model for gravel loss predicts the average gravel loss, GL (mm), of the unsealed pavement wearing surface which will determine the timing of future re-sheeting of the surface wearing course. The RD model is defined as follows:

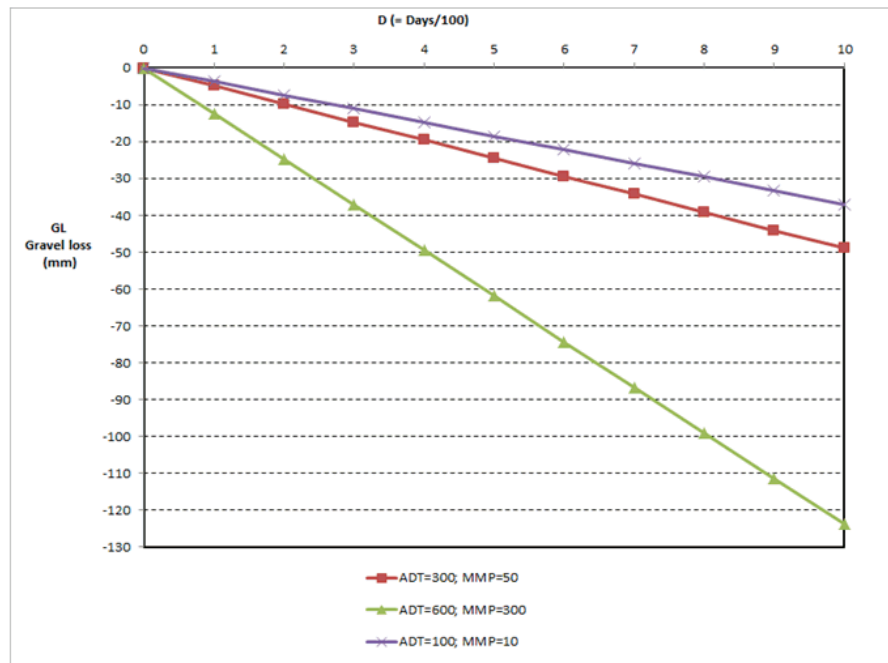
$$GL = kgl \cdot D^{0.00985} \cdot ADT^{-0.02991} \cdot MMP^{-0.00583} \cdot PF$$

where

| | | |
|------|---|---|
| GL | = | gravel loss (mm) |
| kgl | = | local calibration factor for gravel loss |
| D | = | time period in hundreds of days (days/100) |
| ADT | = | average daily traffic (total vehicles/day) |
| MMP | = | mean monthly precipitation (mm/month) |
| PF | = | plasticity factor |
| P075 | = | amount (%) of material passing 0.075 mm sieve |
| PI | = | plasticity index. |

Figure 1 shows the variation of the predicted gravel loss with changes to the average daily traffic, ADT and mean monthly precipitation, MMP.

AppFigure 1 Gravel loss model



SHAPE LOSS

The RD model for shape loss predicts the shape loss, SL, the percentage (%) change in pavement cross-fall per year which will determine the timing of when grader blading of the surface should be scheduled. The RD model is defined as follows:

$$SL = ksl \times (-1.8353 - 0.004 \times ADT + 0.0259 \times P075)$$

where

SL = shape loss (%) change in pavement cross-fall per year
ksl = local calibration factor for shape loss

all other variables are as defined previously.

ROUGHNESS

The RD model for roughness predicts the roughness, IRI, which will determine the timing of when surface re-sheeting and grader blading should occur to maintain the road at an adequate level of roughness for a safe and acceptable ride. The RD model is defined as follows:

$$IRI_{TG2} = a6 \times AP \times (TG2 - TG1)/1000 + a7 \times IRI_{TG1}^{a8}$$

Where,

$$a6 = 0.007$$

$$a7 = 1.881$$

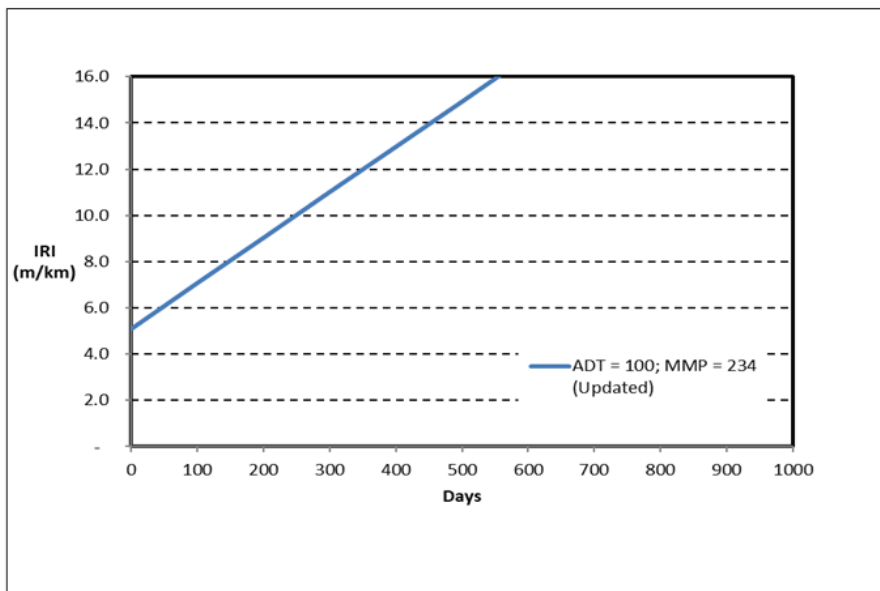
$$a8 = 0.721$$

AP = annual precipitation (mm)

IRI_{TG2} = IRI measured at time TG2 (days)

IRI_{TG1} = IRI measured at time TG1 (days)

AppFigure 2 IRI progression model



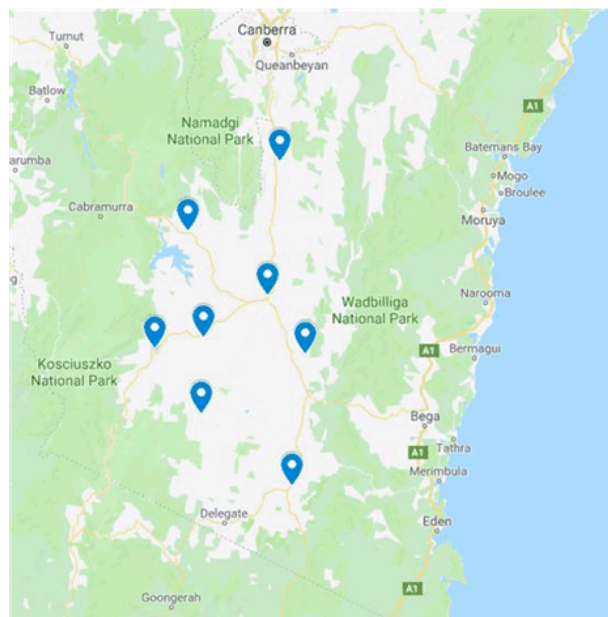
CLIMATE INFORMATION

Eight weather station locations from Bureau of Meteorology (BOM) were included in the climate analysis, these are summarised in **Error! Reference source not found.** and Figure 1 below. Climate Analysis was undertaken through an assessment of the rainfall patterns at each location (Table 2).

AppTable 1 Location Information and Associated Weather Station Characteristics

| Location Information | | | Weather Station Characteristics | | | | |
|----------------------|-----------|----------|--|-------------|-----------|----------|---------------|
| Towns | Longitude | Latitude | Station Name | Station No. | Longitude | Latitude | Elevation (m) |
| Adaminaby | 148.77 | -36 | Adaminaby Alpine Tourist Park | 71000 | 148.77 | -36 | 1015 |
| Berridale | 148.82 | -36.37 | Berridale (Bolton Street) | 71022 | 148.83 | -36.37 | 895 |
| Bombala | 149.23 | -36.92 | Bombala (Therry Street) | 70005 | 149.24 | -36.91 | 705 |
| Cooma | 149.12 | -36.32 | Cooma Visitors Centre | 70278 | 149.12 | -36.32 | 779 |
| Jindabyne | 148.62 | -36.42 | Jindabyne (Glochinhah) | 71021 | 148.59 | -36.48 | 990 |
| Michelago | 149.17 | -35.72 | Michelago (Soglio) | 70064 | 149.16 | -35.68 | 758 |
| Nimmitabel | 149.28 | -36.52 | Nimmitabel Wastewater Treatment Facility | 70067 | 149.28 | -36.51 | 1075 |
| Numbla Vale | 148.82 | -36.63 | Dalgety (Hamilton St) | 71005 | 148.84 | -36.5 | 775 |

AppFigure 3 Map of Weather Station Locations



AppTable 2 Summary for Rainfall Data for Case Study Locations

| Towns | Average Annual Rainfall (mm) | | | Percentile 500mm | | Rainfall 50 th Percentile (mm) | | Rainfall 90 th Percentile (mm) | |
|-----------|------------------------------|--------|--------|------------------|--------|---|--------|---|--------|
| | Long Term | WMO | Recent | WMO | Recent | WMO | Recent | WMO | Recent |
| Adaminaby | 689.26 | 633.03 | 681.88 | 0.21 | 0.05 | 637.8 | 700.9 | 814.8 | 835.96 |
| Berridale | 581.43 | 572.77 | 580.36 | 0.25 | 0.4 | 575.45 | 633.9 | 775.11 | 740.8 |
| Bombala | 647.25 | 665.97 | 650.98 | 0.28 | 501.46 | 663.1 | 647.75 | 919.27 | 833.32 |
| Cooma | 542.50 | 540.18 | 553.02 | 0.45 | 0.35 | 528.35 | 561.5 | 725.14 | 728.8 |

| | | | | | | | | | |
|-------------|--------|--------|--------|------|------|--------|--------|--------|--------|
| Jindabyne | 628.97 | 582.93 | 613.24 | 0.31 | 0.28 | 598.1 | 609.35 | 768.86 | 812.4 |
| Michelago | 608.42 | 662.18 | 655.18 | 0.18 | 0.2 | 675.55 | 628.55 | 912.23 | 904.1 |
| Nimmitabel | 692.21 | 686.52 | 644 | 0.27 | 0.26 | 713.9 | 676 | 1013.5 | 863.52 |
| Numbla Vale | 487.56 | 495.49 | 529.86 | 0.54 | 0.43 | 482.6 | 520.4 | 694.4 | 687.54 |

**9.3.4 MINUTES OF THE SNOWY MONARO REGION BIOSECURITY (WEEDS) ADVISORY
COMMITTEE MEETING HELD ON 21 MAY 2020**

Record No:

Responsible Officer: Chief Operating Officer

Attachments: 1. Minutes of the 21 May 2020 Biosecurity (Weeds) Advisory
Committee meeting

EXECUTIVE SUMMARY

The Snowy Monaro Region Biosecurity (Weeds) Advisory Committee met on 21 May 2020 in Cooma via teleconference. The Committee's recommendations are presented for Council's consideration and adoption.

OFFICER'S RECOMMENDATION

That Council

- A. Receive and note the minutes of the Snowy Monaro Region Biosecurity (Weeds) Advisory Committee Meeting held on 21 May 2020.
 - B. Adopt the Corrowong Wallendibby Tombong Weed plan as a sub plan of the SMRC Biosecurity (weeds) Local Management Plan.
 - C. Consider the recommendation of the Biosecurity Snowy Monaro Region Biosecurity (Weeds) Advisory Committee Meeting held on 21 May 2020 not to reduce the weed control budget by \$240,000 in conjunction with the submissions received on the 2021 Operational Plan.
-



SNOWY MONARO
REGIONAL COUNCIL

Minutes

**Snowy Monaro Region Biosecurity (Weeds) Advisory
Committee Meeting**

21 May 2020

**SNOWY MONARO REGION BIOSECURITY (WEEDS) ADVISORY COMMITTEE MEETING
HELD ELECTRONICALLY**

ON THURSDAY 21 MAY 2020

MINUTES

Notes:

| | | |
|------------|--|---|
| <u>1.</u> | <u>OPENING OF THE MEETING</u> | 2 |
| <u>2.</u> | <u>APOLOGIES</u> | 2 |
| <u>3.</u> | <u>DECLARATIONS OF PECUNIARY INTERESTS/CONFLICT OF INTEREST</u> | 2 |
| <u>4.</u> | <u>ADOPTION OF MINUTES OF PREVIOUS MEETING</u> | 3 |
| 4.1 | <u>Snowy Monaro Region Biosecurity (Weeds) Advisory Committee Meeting 20 February 2020</u> | 3 |
| <u>5.</u> | <u>BUSINESS ARISING</u> | 3 |
| <u>6.</u> | <u>ACTION SHEET</u> | 3 |
| <u>7.</u> | <u>CORRESPONDENCE</u> | 3 |
| <u>8.</u> | <u>GENERAL BUSINESS</u> | 3 |
| <u>9.</u> | <u>MATTERS OF URGENCY</u> | 3 |
| <u>10.</u> | <u>NEXT MEETING</u> | 3 |

**MINUTES OF THE SNOWY MONARO REGION BIOSECURITY (WEEDS) ADVISORY
COMMITTEE MEETING
HELD IN ELECTRONICALLY ON THURSDAY, 21 MAY 2020
COMMENCING AT 10.30AM**

PRESENT: Councillor, Bob Stewart
Brett Jones, Manager Biosecurity Weeds (SMRC)
Angela Sharp, Biosecurity Extension Officer (SMRC)
Jean-Monique Hawkins, Biosecurity Officer (SMRC)
Susannah Harper, Biosecurity Administration/Secretary BAC (SMRC)
Colin Groves, Biosecurity Officer (SMRC)
Luke Pope, Local Land Services
Jenny Crowe, Snowy Hydro
Sander van Tol – Environmental Advisor Snowy Hydro
Mark Chaplin, Snowy River Interstate Landcare
Howard Charles – Monaro Landholders Lovegrass Taskforce
Jo Powells – Local Land Services
Luke Pope – Local Land Services
Michael Michelmore, NSW DPI
Lynne Clarke – Friends of Grasslands
Lachlan Ingram – Upper Snowy Landcare
Sonia Graham – University of Wollongong
Bronwen Wicks – Local Land Services

1. OPENING OF THE MEETING

The Chair opened the meeting at 10.30am

2. APOLOGIES

An apology for the meeting was received from Sue Haslingdon Councillor, Anna Vincent Snowy River Interstate Landcare, Margaret Ning, Hugh Stephen – Forestry Corporation NSW.

3. DECLARATIONS OF PECUNIARY INTERESTS/CONFLICT OF INTEREST

Nil

4. ADOPTION OF MINUTES OF PREVIOUS MEETING

4.1 SNOWY MONARO REGION BIOSECURITY (WEEDS) ADVISORY COMMITTEE MEETING 20 FEBRUARY 2020

RECOMMENDATION

THAT the minutes of the Snowy Monaro Region Biosecurity (Weeds) Advisory Committee Meeting held on 20 February 2020 are confirmed as a true and accurate record of proceedings.

Moved Brett Jones

Seconded Howard Charles

5. BUSINESS ARISING

6. ACTION SHEET

NIL

7. CORRESPONDENCE

1. The committee noted the response The Hon. Adam Marshall MP, Minister for Agriculture and Western New South Wales regarding Mr Bascomb's, SMRC CEO, letter regarding African lovegrass management in the region and request assistance in the management of the weed. The response from the Hon. Adam Marshall MP indicates there are initiatives on the horizon, but funding is uncertain given the breadth of weed species across NSW that require research and control/eradication funding.

8. GENERAL BUSINESS

8.1 SNOWY MONARO REGIONAL COUNCIL ACTIVITY REPORT

Responsible Officer: Manager - Biosecurity (Weeds)

Key Theme: 3. Environment Outcomes

CSP Community Strategy: 7.1 Protect, value and enhance the existing natural environment

Delivery Program Objectives: 7.1.1 The Region's natural environment remains protected through delivery of a range of Council programs and regulatory compliance

Attachments: Nil

EXECUTIVE SUMMARY

Council provides an activity report to the quarterly Section 355 Biosecurity (Weeds) Advisory Committee. The report summarises Council's biosecurity activities throughout the reporting period. The report is for the information of the Committee and highlights and recommendations for its consideration.

ALL POINTS IN THE REPORT PROVIDED BY THE MANAGER WERE DISCUSSED BY THE COMMITTEE MEMBERS.

RECOMMENDATION

That Snowy Monaro Regional Council does not reduce the weed control budget by \$240,000 as proposed in the 2021 Operational Plan.

Moved Howard Charles

Seconded Bob Stewart

8.2 CORROWONG WALLENDIBBY TOMBONG LANDCARE GROUP WEEDS PLAN

Discussion occurred with regard to the Landcare group weed plan provided and a resolution was decided.

RECOMMENDATION

That Council adopts the Corrowong Wallendibby Tombong Weed plan as a sub plan of the SMRC Biosecurity (weeds) Local Management Plan.

Moved Bob Stewart

Seconded Lachlan Ingram

8.3 SUSTAINABLE LAND MANAGEMENT EDUCATION PROJECT GRANT – “SHOWING THE WAY, CHANGING BEHAVIOUR, WORKING TOWARDS A SUSTAINABLE FUTURE”

This project will guide land managers toward a better understanding and application of sustainable land management. A series of 6 workshops and field days per year over 2 years will lead participants towards sustainable land custodianship. Industry experts on Soil Science, Native Plants and Biosecurity together with Monaro champions of Regenerative Agriculture will meet to share knowledge and experience as well as support and inspire others in the region to adopt sustainable methods. By connecting farmers, big and small, with industry champions and building a local community of practice this project will foster a strong, resilient network of passionate, informed landholders. Meeting local champions on their farms will demonstrate first-hand the benefits of adopting sustainable land management behaviour change and give others the courage to ‘have a go’. A Community Based Social Marketing (CBSM) component will identify and address some barriers to adopting sustainable land management. Grant secured \$50,000. Responsibility – Angela Sharp

8.4 BRUSHDOWN BAYS – LLS AND COUNCIL INITIATIVE

Angela Sharp provided the committee with an overview of the project. The funding from LLS will enable 14 weed brush down bays to be built in the South East LLS Region, with 3 being installed in the Snowy Monaro Region. There will be associated signage detailing the importance of cleaning equipment before leaving a location and other Biosecurity information.

A local Cooma engineering firm was awarded the job – Total value \$20,000, including the signage

8.5 Presentation by Dr Sonia Graham UOW - "catalysing collective action for effective weed management" - social behaviours around weed hygiene/control/management

Rural collective action

There are many components required to achieve regional weed control

- Knowledge acquisition
- Support
- Pressure

There are many types of collective action – Participatory, Linked, Collaborative and coordinated. The latter has the highest success rate for achieving the objective.

The aim of Dr Graham's project is to "Produce new knowledge about how communities collectively manage weeds, the benefits of such efforts and how governments can support effective collaborative initiatives. The approach for the research will be to identify ways to measure benefits and costs, Study 12 collective weed management groups in the South East LLS are, Study factors that help/constrain government staff from supporting collective management (PhD) and develop evidence-based principles for weed management programs to improve local, regional and national capacity to collectively manage weeds.

Dr Graham has provided copies of her previous studies for the committee which have been distributed with these minutes, but are not part of the minutes.

9. MATTERS OF URGENCY

NIL

10. NEXT MEETING

Thursday, 20 August 2020 Location TBA

There being no further business the Chair declared the meeting closed at 12.26pm

These minutes were approved by circular resolution of the committee

Moved Brett Jones

Seconded Lachlan Ingram

CHAIRPERSON

The above minutes of the Snowy Monaro Region Biosecurity (Weeds) Advisory Committee Meeting of Snowy Monaro Regional Council held on 21 May 2020 were confirmed by Circular resolution and the signature hereon was subscribed.

9.4.1 LOCAL GOVERNMENT NSW ANNUAL CONFERENCE 2020

Record No:

| | |
|-----------------------------------|---|
| Responsible Officer: | Chief Executive Officer |
| Author: | Executive Assistant to Chief Executive Officer, Mayor & Councillors |
| Key Direction: | 4. Leadership Outcomes |
| Delivery Plan Strategy: | 10.3 Advocate and work with other levels of government, community and industry to improve outcomes |
| Operational Plan Action: | 10.3.1 Council connects, recognises, advocates and works in collaboration with all leaders across the community and beyond our boundaries |
| Attachments: | Nil |
| Cost Centre | GL 10-3110-1001-60052 |
| Project | |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

This year's Local Government NSW (LGNSW) Annual Conference will be held from Sunday, 22 November to Tuesday, 24 November 2020. It will be hosted by Cessnock City Council at the Crowne Plaza Hunter Valley.

This conference is the main policy making event for the local government sector. Voting delegates must be registered to attend the Conference and must be registered as a voting delegate. Snowy Monaro Regional Council must have 3 voting delegates in attendance for voting and motions during formal business sessions.

The deliverance of the conference in its usual format may be dependent on the easing of COVID-19 restrictions in accordance with the State Governments existing Public Health Order.

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

OFFICER'S RECOMMENDATION

That Council

- A. Authorise the Mayor and the Chief Executive Officer to attend the Local Government NSW Annual Conference in November 2020;
 - B. Authorise two nominated Councillors to attend as the remaining voting members;
 - C. Authorise the expenditure and allocate an approximate amount of \$7,000.00 in the 2020/21 Financial Year Budget with funding to be provided from Mayor and Councillor Conferences; and
 - D. Determine whether Council wishes to submit any strategic motions that impact the broader local government sector.
-

BACKGROUND

This Conference is the annual policy-making event for NSW general-purpose councils and our associate members.

All NSW councils, regional, country and metropolitan, meet with an anticipated 800 attendees from across the state, inclusive of mayors, councillors, general managers and senior staff.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

It is the pre-eminent event of the local government year where local councillors come together to share ideas and debate issues that shape the way we are governed.

2. Environmental

There is no environmental impact.

3. Economic

Costing for the Local Government NSW Annual Conference 2020 is currently unavailable due to uncertainty around the potential impact that COVID-19 restrictions may have on the conference. Therefore the following costs are estimates based on the previous year's expenditure.

| Estimated Expenditure | Amount | Financial year | Ledger | | Account string | | | | | | | | | | | | | |
|--------------------------------|-----------|----------------|--------|---|----------------|---|---|---|---|---|---|---|---|--|--|--|--|--|
| | | | G | L | 3 | 1 | 1 | 0 | 6 | 0 | 0 | 5 | 2 | | | | | |
| Registration x 3 | \$3000.00 | 2020 | G | L | 3 | 1 | 1 | 0 | 6 | 0 | 0 | 5 | 2 | | | | | |
| Forums | \$ 500.00 | 2020 | G | L | 3 | 1 | 1 | 0 | 6 | 0 | 0 | 5 | 2 | | | | | |
| State of the Regionals Report | \$ 260.00 | 2020 | G | L | 3 | 1 | 1 | 0 | 6 | 0 | 0 | 5 | 2 | | | | | |
| Networking Dinner | \$ 300.00 | 2020 | G | L | 3 | 1 | 1 | 0 | 6 | 1 | 0 | 0 | 4 | | | | | |
| General Assembly Dinner | \$ 390.00 | 2020 | G | L | 3 | 1 | 1 | 0 | 6 | 1 | 0 | 0 | 4 | | | | | |
| Accommodation x 3 for 3 nights | \$2500.00 | 2020 | G | L | 3 | 1 | 1 | 0 | 6 | 0 | 0 | 5 | 2 | | | | | |

4. Civic Leadership

By Council attending the Annual Conference this can help to develop policy and to influence the future direction of our councils and our committees.

9.4.2 CHANGES TO COUNCIL'S CODE OF MEETING PRACTICE

Record No:

| | |
|-----------------------------------|--|
| Responsible Officer: | Chief Strategy Officer |
| 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 Ordinary Council at its meeting on 21 May 2020 resolved that the matter be deferred to the meeting to be held on 18 June 2020. |
| Attachments: | 1. Code of Meeting Practice - Updated (<i>Under Separate Cover</i>) |
| Cost Centre | 3110 |
| Project | |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

The Code of Meeting Practice (CoMP) requires some minor modification/ additions/ deletions. The modifications include the change in title of the General Manager to Chief Executive Officer due to change in structure of the organisation, changing the reference of incorrect clauses to correct references, additions of notes in relation to recording of the council meetings open to the public and confidential session, adding the order of business and deleting the reference of briefing sessions and workshops from the Code of Meeting Practice.

A comprehensive table listing of all changes to the Code of Meeting Practice is presented in the background information of this report.

This draft Code of Meeting Practice is attached to the report that outlines the modifications/ additions and deletions.

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

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|---------------------------------|
| OFFICER'S RECOMMENDATION |
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|--|
| That Council adopt the updated Code of Meeting Practice. |
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BACKGROUND

The Code of Meeting Practice needs to be updated to reflect the change in title of the Chief Executive Officer. As there were a range of other administrative changes identified as needed the document has been updated. The changes generally

Modifications/ additions to the Code of Meeting Practice are highlighted in yellow in the report and the attachment of the report.

Provisions within the Code of Meeting Practice to be removed have been highlighted in yellow and a ~~line through the text~~.

The provisions of the Model Meeting Code that are not mandatory are indicated in red font.

The following table outlines the changes to clauses that have been made to Council's current Code of Meeting Practice and the reason why the changes have been made:

| Adopted Code of Meeting Practice (21 June 2019) | Amendments / additions to current Code of Meeting Practice |
|---|--|
| <p>Page 3 - Introduction</p> <p>This code applies to all meetings of councils and committees of councils of which all the members are councillors (committees of council). Briefing sessions and workshops. Council committees whose members include persons other than councillors may adopt their own rules for meetings unless the council determines otherwise.</p> | <p>(Delete text)</p> <p>This code applies to all meetings of councils and committees of councils of which all the members are councillors (committees of council). Briefing sessions and workshops. Council committees whose members include persons other than councillors may adopt their own rules for meetings unless the council determines otherwise.</p> <p>Reason: The Model Code of Meeting Practice does not include the briefing sessions and workshops.</p> |
| <p>Page 10 - Public Forum</p> <p>Councillors may ask questions of a speaker following their address at public forum.</p> | <p>(Addition)</p> <p>A councillor (including the chairperson) may, through the chairperson, ask questions of a speaker following their address at a public forum. Questions put to a speaker must be direct, succinct and without argument. Speakers at public forums cannot ask questions of the council, councillors or council staff.</p> <p>Reason: To use the wording included in the Model Code of Meeting Practice.</p> |
| <p>Page 14 – Webcasting of meetings</p> <p>All meetings of the council and committees of the council are to be webcast on the council's website.</p> <p>Note: Councils must include supplementary provisions in their adopted codes of meeting practice that specify whether meetings are to be livestreamed or recordings of meetings uploaded on the council's website at a later time. The</p> | <p>(Addition)</p> <p>All meetings of the council and committees of the council are to be webcast on the council's website.</p> <p>Note: The Council meetings will be livestreamed and recordings of the meeting will be uploaded on the council's website within 3 business days of the Council meeting. The webcast comprises of an audio visual recording of the meeting.</p> |

| Adopted Code of Meeting Practice (21 June 2019) | Amendments / additions to current Code of Meeting Practice |
|---|---|
| <p>supplementary provisions must also specify whether the webcast is to comprise of an audio visual recording of the meeting or an audio recording of the meeting.</p> | <p>Reason: As per the Model CoMP the Council must include the details of the webcast / livestream in council's CoMP.</p> |
| <p>Page 14 – Webcasting of meetings Clause 5.19 does not apply to parts of a meeting that have been closed to the public under section 10A of the Act.</p> | <p>(Addition) Clause 5.18 does not apply to parts of a meeting that have been closed to the public under section 10A of the Act. Note: Audio recordings of the confidential session of Council and Committees of council will be taken for record keeping purposes. The audio recording of the confidential session of Council will not be available for the public. Reason: As per the Model CoMP council must include provisions in the CoMP, if the meetings are recorded.</p> |
| <p>Page 20 - ORDER OF BUSINESS FOR ORDINARY COUNCIL MEETINGS</p> <p>At a meeting of the council, the general order of business is as fixed by resolution of the council.</p> | <p>(Amendment) The general order of business for an ordinary meeting of the council shall be:</p> <ul style="list-style-type: none"> 01 Opening meeting 02 Acknowledgement of country 03 Citizenship Ceremonies 04 Apologies and applications for a leave of absence by councillors 05 Disclosures of interests 06 Matters Dealt with by Exception 07 Confirmation of minutes 08 Reports for Development Applications 09 Other Reports to Council 10 Notices of Motion 11 Motions of Urgency 12 Mayoral Minute(s) 13 Questions with Notice 14 Confidential matters 15 Conclusion of the meeting <p>Note: Public forum is conducted after the</p> |

| Adopted Code of Meeting Practice (21 June 2019) | Amendments / additions to current Code of Meeting Practice |
|--|--|
| | <p>Citizenship Ceremonies</p> <p>Reason: Inclusion of Clause 8.2 of the Model CoMP, makes it easier for the community to find the adopted order of business.</p> |
| <p>Page 5 – Giving notice of business considered at Council Meetings</p> <p>A councillor may give notice of any business they wish to be considered by the council at its next ordinary meeting by way of a notice of motion. To be included on the agenda of the meeting, the notice of motion must be in writing and must be submitted ten (10) business days before the meeting is to be held.</p> | <p>(Amendment)</p> <p>A councillor may give notice of any business they wish to be considered by the council at its next ordinary meeting by way of a notice of motion. To be included on the agenda of the meeting, the notice of motion must be in writing and must be submitted ten (10) full business days before the meeting is to be held.</p> <p>Reason: Updated to ten full business days for clarification purposes.</p> |

Changes have been made to reflect the General Manager’s title change to Chief Executive Officer, as well as administrative updates to clause numbering throughout the document.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Ensuring Council has a clear and transparent Code of Meeting Practice that meets legislative obligations, will ensure our community members are able to engage with Council effectively at Council Meetings.

2. Environmental

There are no environmental impacts associated with the update to the Code of Meeting Practice.

3. Economic

There are minor to no economic impacts associated with the update to the Code of Meeting Practice.

4. Civic Leadership

Council had adopted the Code of Meeting Practice on 21 June 2019, resolution number 230/19, the resolution was

| | | |
|---|---|--|
| COUNCIL RESOLUTION | → | [230/19] |
| That Council: | | |
| A. → Receive and note this report; | | |
| B. → Note that one submission was received during the public exhibition period; and | | |
| C. → Adopt the Policy - Code of Meeting Practice, with the amendments as voted. | | |
| Moved Councillor Castellari | → | Seconded Councillor Beer → [CARRIED] |

9.4.3 DONATIONS AND SPONSORSHIP SUBMISSIONS FOR JULY TO DECEMBER 2021

Record No:

| | |
|------------------------------|---|
| Responsible Officer: | Chief Strategy Officer |
| Author: | Governance Administration Support |
| Key Theme: | 4. Leadership Outcomes |
| CSP Community Strategy: | 12.3 Our community is empowered and supported in facilitating community outcomes |
| Delivery Program Objectives: | 12.3.1 Community organisations and individuals have the capacity to apply for a range of grants funding opportunities |
| Attachments: | <ol style="list-style-type: none">1. Attachment 1 - Donations and Sponsorship - Summary of Requests (<i>Under Separate Cover</i>)2. Attachment 2 - Donations and Sponsorship - Applications #01 to #09 (<i>Under Separate Cover</i>)3. Attachment 3 - Donations and Sponsorship - Applications #10 to #18 (<i>Under Separate Cover</i>)4. Attachment 4 - Donations and Sponsorship - Applications #19 to #29 (<i>Under Separate Cover</i>)5. Attachment 5 - Donations and Sponsorship - Applications #30 to #35 (<i>Under Separate Cover</i>) |
| Cost Centre | 3120 |

EXECUTIVE SUMMARY

The report contains details of all application submissions received for round 2 of council's Donations and Sponsorship. The budget allocated for round 2 is \$50,000.

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

OFFICER'S RECOMMENDATION

That Council determine the submissions to be approved for Donations and Sponsorship July to December 2021FY.

BACKGROUND

General Submissions for Donations and Sponsorship - July to December 2021FY

Submissions were sought from the community for Donations and Sponsorship through direct communication to community groups who had previously engaged Council for support and also through advertising in local papers, SMRC Facebook page and radio for the period of 01 April to 13 May 2020.

Council resolved for \$100,000 to be allocated for general submissions with \$50,000 to be applied to each of the two rounds in the financial year.

A total of 35 submissions were received and Table 1 shows a summary of all submissions received for consideration.

The total value of submissions received in Round 2 equates to \$127,769.25.

Attachments 2 to 5 of this report contain the application details for the submissions.

Council will need to determine the actual value they will allocate to these requests. Following the resolution from this report, all submissions will be contacted advising the outcome.

Applicants making retrospective applications have been advised that there is no guarantee that Council will resolve to approve their applications, and that in future it is recommended they apply prior to the event for consideration.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

This process has been developed to ensure that the LGA invests in events and/or projects that have the potential to raise economic, social or cultural benefits to our community. All requests made will be considered by formal resolution of Council.

2. Environmental

Council considers impacts to the environment for all recommendations made in reports, and also considers the environment implications for submissions made through Donations and Sponsorship requests.

3. Economic

| Estimated Expenditure | Amount | Financial year | Ledger | | Account string | | | | | | | | | | | | | | | | |
|-------------------------|-----------|----------------|--------|---|----------------|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|
| | | | | | | | | | | | | | | | | | | | | | |
| Donations & Sponsorship | \$ 50,000 | 2020 | 1 | 0 | 3 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 6 | 3 | 1 | 6 | 0 | | | | |

4. Civic Leadership

Decisions to provide Donations and Sponsorship to community groups, individuals and events must be considered in a transparent process. The granting of financial assistance must be made by formal specific resolution of Council.

9.4.4 ANSWERS TO QUESTIONS WITH NOTICE

Record No:

| | |
|-----------------------------------|--|
| Responsible Officer: | Chief Strategy Officer |
| 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. In progress report for Questions with notice |
| Cost Centre | 3120 Governance |
| Project | |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

As per Code of Meeting Practice clause 3.13, a councillor may, by way of a notice submitted under clause 3.9, ask a question for response by the general manager about the performance or operations of the council.

In order to provide 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 May 2020.

The Councillor Questions In Progress for the period ending May 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 ending May 2020.

| 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 Councillor John Castellari Question: Could Council identify disability friendly premises for our Meetings so that we are inclusive of all our population?</p> | <p>Manager Infrastructure (Operations) Group Manager Facilities Management</p> | <p>01/06/2020 – GH: Disability friendly premises for council meeting is included in the draft Operational Plan for financial year 20-21. Has been a project to deal with compliance issues with the office building in Cooma. If this project proceeds there will be a focus on moving the meeting rooms to improve access.</p> <p>22/04/2020 – GH: Auto door install complete in April. BCA recommendations still under review with Finance determining funding options.</p> <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</p> | N |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|-------------|----------|---|-----------------------------------|---|-----------|
| | | | | | <p>\$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:</p> <p>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> | |
| 57 | 15 Nov 2018 | 18.3 | <p>Delegate School of Arts, Drainage</p> <p>Councillor Anne Maslin</p> <p>What is the time frame for repair work to be done on gutters and downpipes to improve drainage at the Delegate School of Arts?</p> | <p>Manager Corporate Projects</p> | <p>01/06/2020 – GH:</p> <p>The drainage works have been included in the projects for consideration in a request for projects that are shovel ready made through the Canberra Region Joint Organisation.</p> <p>27/04/2020 – GH:</p> <p>Currently preparing tender for Stage 1 works at the School of Arts. Expect to be put out in May. These include provision of a new accessible toilet block and demolition</p> | Y |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|------------|----------|------------------|---------------------|--|-----------|
| | | | | | <p>of the side stairs to the pre-school. Drainage issues are part of stage 2 however funding was unsuccessful through SCCF3. Other funding opportunities to be identified.</p> <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</p> | |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|-----------------------|----------|--|---|--|-----------|
| | | | | | with funds allocated by Council last year. | |
| 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? | Manager Infrastructure (Operations) | <p>29/05/2020 – GS: No Further update.</p> <p>29/04/2020 – GS: An update provided to Crown Lands Department dated 28 April 2020 stated: The application for acquisition (of Werralong Road) has been submitted to the Minister and the Governor for approval. We are currently waiting for a response. Included in Councils submission was an application to reduce the period of notification from 90 days to 30 days with sufficient evidence to support that request. A request for valuation has also been sent to the Valuer General's Department so that if the 30 day period is approved, the valuation shouldn't be too far behind.</p> <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:</p> | N |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|-----------------------|----------|--|--|---|-----------|
| | | | | | <p>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:</p> <p>Currently Councils Solicitor is preparing the section 30 agreements for the affected landowners.</p> <p>Once completed an application will be submitted to the Office Of Local Government for approval.</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> | <p>Manager Infrastructure (Operations)</p> | <p>29/05/2020 – GS:</p> <p>Information received from Crown lands on 19 May 2020 stated the following:</p> <p><i>"Please accept this as official notification that the proposed MOU will not proceed. In essence, since the proposed MoU was drafted, the Department's Policy and Guidelines on minor road works (IND-0-250) has come into effect. The intent and provisions of that policy do not appear to align with the operation of the proposed MoU. While acknowledging the intent of the MoU, Crown Lands is also seeking to provide consistency in the administration of Crown Roads"</i></p> | Y |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|------------|----------|------------------|---------------------|---|-----------|
| | | | | | <p>A further update from Crown Lands on 21 May 2020 provided the following update:</p> <p><i>“If Council is operating as a contractor delivering earthmoving services to the proponent for approved works on the road – this would not trigger transfer. If however, other criteria are also satisfied then we may reserve the right to transfer, i.e. if Council has maintained the road as part of its network, approved development along the road or any of the other criteria in our policy where transfer may be considered”</i></p> <p>It is suggested that any attempt by Council to maintain a Crown Road asset would trigger automatic transfer of that road from the Crown to Council.</p> <p>29/04/2020 – GS:</p> <p>An MOU between Crown Lands and Snowy Monaro Regional Council remains a work in progress. A list of Crown roads that would fall under this agreement has been provided. However, until an MOU can be signed by both organisations, Council are unable to conduct maintenance services on Crown Reserve Roads.</p> <p>27/03/2020 – GS:</p> <p>No change since the comment of 02/03/2020.</p> | |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|------------------|----------|--|-------------------------|---|-----------|
| | | | | | <p>02/03/2020 – GS:</p> <p>As per Councils resolution 420/19 in relation to Poveys Road that states:</p> <p>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.</p> <p>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:</p> <p>The proposed MOU is currently under negotiation.</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 within the Memorial Park until further investigation and community consultation?</p> | Land & Property Officer | <p>01/06/2020 –GH: No further update.</p> <p>27/04/2020 – GH: Acquisition by Possessory Title process underway.</p> | Y |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|------------------------|----------|--|---|--|-----------|
| | | | | | <p>27/03/2020 –GH: Resolution by Council at March meeting to pursue acquisition by possessory title.</p> <p>02/03/2020 – GS: A report will be presented to the March Council meeting.</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> | Manager Infrastructure (Operations) | <p>29/05/2020 – GS The subject was presented to Council via a report at the April meeting where the following resolution was carried: <i>“That Council receive and note the Michelago Ryrie Street Flood Impact Assessment and place option 5 on a listing of projects to be considered for future grant funding”</i></p> <p>Option 5 was a Causeway crossing with culverts</p> <p>29/04/2020 – GS: Comments from the Flood Committee on 7 April 2020 and in relation to Michelago Creek Bridge were: • A proposed crossing of Michelago Ck to connect</p> | N |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|------------|----------|------------------|---------------------|--|-----------|
| | | | | | <p>Micalago Rd to Ryrie St is the subject of a separate design process being undertaken by SMRC in parallel with the FRMS process.</p> <ul style="list-style-type: none"> • SMRC staff working on the Michelago Ck crossing design have sought to maximise collaboration between their design process and the FRM process. • The Michelago Hotspot analysis in the draft FRMS&P identifies that Micalago Rd residents may be isolated for hours to days by flooding at this hotspot. • The implications of the crossing for community safety and emergency response was a hot issue in the responses to the exhibition of the flood study stage of the project. • DPIE recommends that the community consultation section of the exhibition draft FRMS&P make explicit reference to that outcome of the FS consultation. • The FRMS includes analysis of the flood impact (and some FRM implications) of some Michelago Ck crossing options under consideration. • DPIE recommends consulting SES, Ambulance & Fire authorities for their views on the implications of the identified potential isolation & the desirability (or otherwise) of pursuing options to reduce the isolation potential. • DPIE also recommends liaison with ARTC (or whoever manages the railway line) to examine whether a road bridge parallel with the existing rail bridge accessed via a widened embankment might be a feasible option. | |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|------------|----------|------------------|---------------------|---|-----------|
| | | | | | <p>Council actions from that meeting were to:</p> <ul style="list-style-type: none"> • Liaise with SES/RFS to determine level of risk if residents along Micalago Road are cut off in a large flood event. Determine the duration of the cut-off, what duration would be deemed acceptable and other options to get residents out. <p>That an independent report, prepared for Council by GRChydro (i.e. independent of existing Floodplain grant program) has offered various options. This report should be put to the Councillors to determine the priority of options for this site against competing priorities shire wide.</p> <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.</p> <p>Unfortunately the crossing will have a number of restrictions on it due to incoming flows from</p> | |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|------------------|----------|--|------------------------------|--|-----------|
| | | | | | <p>Booroomba Creek, increased risk of flooding to property and land ownership.</p> <p>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> | |
| 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</p> | Manager Corporate Governance | <p>01/06/2020 – JM: No further update.</p> <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.</p> | Y |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|---------------|----------|---|--|--|-----------|
| | | | committees? | | <p>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.</p> <p>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.</p> <p>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> | |
| 137 | 19 March 2020 | 12.2 | <p>Jindabyne Bypass Update Councillor Brian Old Question: Can Council please provide an update on what is happening with the Jindabyne Bypass?</p> | <p>Group Manager Economic Development & Tourism</p> <p>Group Manager Transport & Infrastructure (Operations)</p> | <p>03/06/2020 – MA: Jindabyne bypass continues to be a matter of consideration in the SAP Masterplan. Transport consultants have now been engaged by DPIE to examine this and other transport issues in the SAP region. Intensive work in this respect is beginning now and will continue for next 6 months or so until a draft masterplan is completed likely early in the new year.</p> <p>27/04/2020 – PS: Jindabyne bypass is an item under consideration through the Go Jindabyne/Special Activation Precinct project.</p> <p>Timeframes for any determination regarding feasibility are not yet</p> | Y |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|---------------|----------|--|---|---|-----------|
| | | | | | known. | |
| 139 | 16 April 2020 | 12.1 | Boco Rock Update Councillor Bob Stewart How is BOCO Rock Committee going? | Manager Corporate Governance | 01/06/2020 – JM: As no applications of nominations for representatives of Boco Rock Committee were received from the former Bombala Shire, the advertising dates have now been extended until 10 June 2020. 30/04/2020 – JM: The committee is continuing in line with the requirements under the development application. Calendar invites have been sent to all committee members for a meeting to be held on 13 May 2020 to review the submissions of financial year 2020 and agree to the schedule for 2021. As the current membership term is reaching its end date, Expression of Interest for community members has been advertised. | Y |
| 142 | 16 April 2020 | 12.4 | Cooma Creek and Cooma Back Creek Councillor Rogan Corbett Question: Could we have a report on progress on rehabilitation of Cooma creek and in particular Cooma Back Creek? | Manager Infrastructure (Operations) | 29/05/2020 – GS: A presentation was provided to ELT on 21 May 2020 with a decision that this issue would be presented to Councilors at the Briefing Session on 4 June 2020. 29/04/2020 – GS: | N |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|---------------|----------|---|--|--|-----------|
| | | | | | <p>On 21 April 2020 The NSW Department of Planning, Industry and Environment – Environment, Energy & Science Group (EES), as part of its role in strategic management of levees have funded the preparation of a Levee Owner's Manuals (LOM) & Visual Audit for the Cooma Levee to assist council in the ongoing management of the levees.</p> <p>The draft Cooma LOM has been prepared for council and is now being reviewed by Council staff. Once complete a report will be prepared for Council consideration.</p> | |
| 143 | 16 April 2020 | 12.5 | <p>Weeds and Long Grass Management in Michelago Councillor John Rooney Question: Why can't council staff that mow the oval in Michelago mow the other public lands at the same time?</p> | <p>Manager Infrastructure (Operations)</p> | <p>01/06/2020 – GH: Meeting to be arranged. To be followed up with Infrastructure staff.</p> <p>27/04/2020 – GH: The oval is maintained by a local contractor. OSR staff will arrange a meeting at Michelago with Cllr Rooney to determine additional scope requirements in the coming weeks.</p> | N |
| 144 | 16 April 2020 | 12.6 | <p>Pest Management at Jindabyne Tip Councillor Brian Old Question: Can we get rid of the feral cats at</p> | <p>Acting Group Manager of Environmental</p> | <p>28/05/2020 – MT: Council's newly appointed Ranger for the area has just received his business shooters licence. Arrangements</p> | Y |

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|-------------|----------|--|---|--|-----------|
| | | | the Jindabyne tip? | Management | <p>are now in place to euthanize feral cats trapped at the Jindabyne landfill facility.</p> <p>01/05/2020 – MT:</p> <p>Resource and Waste staff have purchased a quantity of feral animal control traps (10 in total) trapping and control measures will commence as soon as Council Rangers are available to assist with the euthanasia of the animals.</p> | |
| 145 | 21 May 2020 | 12.1 | <p>Snow Season 2020 Councillor Rogan Corbett Question: Can Council request a briefing from NSW Government regarding what plans are in place for the 2020 Snow Season, for the prevention of COVID-19 affecting Snowy Monaro Residents?</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor and Councillors | 01/06/2020 – SC: Plans to be distributed to Councillors. | Y |
| 146 | 21 May 2020 | 12.2 | <p>Panel to assist bushfire affected areas with recovery Councillor John Last Question: Are we going to pursue an application for the Snowy Monaro Area? Were we aware of this body being set up? Did we make an application for representation on this body?</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor and Councillors | 01/06/2020 – SC: An application was not submitted. | Y |

9.4.4 ANSWERS TO QUESTIONS WITH NOTICE

ATTACHMENT 1 IN PROGRESS REPORT FOR QUESTIONS WITH NOTICE

| No. | Date rec'd | Item No. | Question/Request | Responsible Officer | Response | Compl Y/N |
|-----|-------------|----------|--|------------------------|--|-----------|
| 147 | 21 May 2020 | 12.3 | Polo Flat Roundabout Councillor Lynley Miners Question: Re. Substandard. Heavy vehicles are having trouble negotiating this intersection. | Manager Infrastructure | 29/05/2020 – GS: Council staff engaged with TfNSW in December 2019 commenting on the design proposals for the roundabout at Polo Flat/Monaro Highway. A response from TfNSW on 19 December 2019 provided the following summary: <i>“As a result of the SIDRA analysis, TfNSW is confident the single-lane roundabout proposed for the intersection of Monaro Highway and Polo Flat Road would be able to satisfactorily mitigate the impact of development traffic associated with Snowy 2.0, even during the winter peak”</i> | Y |

9.4.5 RESOLUTION ACTION SHEET UPDATE

Record No:

| | |
|--------------------------|--|
| Responsible Officer: | Chief Strategy Officer |
| 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 actions for the period ending May 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 May 2020.

The In Progress Resolution Action Sheet for period ending May 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 May 2020.

| 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</p> <p>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>Land & Property Officer</p> <p>Property Officer</p> | <p>28/05/2020 – LB: Registration of the plan identified the road as Council public road. Gazettal notice was unnecessary and was therefore withdrawn.</p> <p>24/04/2020 – LB: Gazettal notice has been sent and should be advertised within two weeks.</p> | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|---------------|---------|----------|---|------------------|--|---------------------------|-----------|
| | | | | E. Gazette the entire length of Jerangle Road as a Council public road. | | | | |
| 16 | 05 April 2018 | 118/18 | | <p>Proposed Road Closure & Sale of old Lions Park at Bombala</p> <p>That Council;</p> <p>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;</p> <p>B. Engage the services of a land surveyor to provide a plan for the boundary adjustment;</p> <p>C. Authorise the General Manager to execute any documents necessary to complete the boundary adjustment and sale of the property;</p> <p>D. Readvertise the property on the open market for auction with an appropriate reserve;</p> | Property Officer | <p>28/05/2020 – JH: Surveyor again requested to provide the final plan, no response and will continue to follow up. This plan is in draft form with the Surveyor and would not be cost effective to engage another surveyor to finalise the plan.</p> <p>27/04/2020 - JH: Email sent to Surveyor requesting a definite date for plan to be registered. Surveyor advised he will review the current draft of this consolidation plan this week and submit for Registration.</p> <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> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|---------------|---------|----------|---|-------------------------|--|---------------------------|-----------|
| | | | | <p>and</p> <p>E. Make the Report public once the matter is settled.</p> | | <p>27/02/2020 - JH:</p> <p>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:</p> <p>The Surveyor has advised that he is hoping to have the consolidation plan ready for the end of January 2020.</p> | | |
| 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</p> <p>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</p> | Land & Property Officer | <p>28/5/2020 – LB</p> <p>Compensation has been paid. Council is currently waiting for Crown Lands to consider an application for waiver of the interest.</p> <p>22/04/2020 – LB:</p> <p>Payment of \$12,900 for fees incurred by Valuer General’s Dept. has been made. Payment of \$17,100 for purchase of lot 13 has been made and application for waiver of interest has been lodged. The delays have been incurred by Crown Lands and</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--|-----------|---|---------------------------|-----------|
| | | | | <p>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 to be sealed to give effect to this resolution.</p> | | <p>the interest relates to delay in payment of \$17,100 due to Crown Land not issuing an invoice despite repeated requests and reminders. Crown Lands have advised Council to submit an application for waiver of interest.</p> <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</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-------------------------|--|---------------------------|-----------|
| | | | | | | an enquiry has been placed with Crown Lands and we are expecting the invoice to be issued shortly. | | |
| 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</p> <p>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</p> | Land & Property Officer | <p>28/05/2020 – LB: The surveyor has promised to have the draft plan with the area of road to be closed and the area of the area to be acquired marked on the plan sent to Council within the next week. This plan will then be sent to the landowner.</p> <p>24/04/2020 – LB: Contacted the landowner on Eagle View Lane who has requested information. He wants to know how much land Council will require for the road and how much land he will receive in compensation. Will there be sufficient space for him to construct an eco-hut. The surveyor has been requested to calculate the area of both areas so that an accurate answer can be provided.</p> | 01/07/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-------------------------------|---|---------------------------|-----------|
| | | | | <p>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 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>26/03/2020 – LB:</p> <p>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:</p> <p>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:</p> <p>Waiting on response from landowner on Eagle View Road. He resides in Tasmania.</p> | | |
| 29 | 21 June 2018 | 253/18 | 22.3 | Council Property - Town View, Waterworks Hill, Bombala | Water & Wastewater Consultant | 01/06/2020 – MR: No further update until adoption of final options study. | 30/08/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|------------------|---------|----------|---|--|--|---------------------------|-----------|
| | | | | <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>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> | <p>Water & Wastewater Manager</p> <p>Land & Property Officer</p> | <p>22/04/2020 – GS: Demolition of BWTP Cottage on hold pending Bombala/Delegate Water Supply Options Study recommendations.</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 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> | | |
| 57 | 6 September 2018 | 314/18 | | <p>Proposed Acquisition of Land in Cooma</p> <p>That Council</p> | Property Officer | <p>28/05/2020 – JH: Email received from OLG on 20/5/2020 advising they can confirm that it has been processed, unfortunately they are unable</p> | 8/10/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--|-----------|--|---------------------------|-----------|
| | | | | <p>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.</p> <p>B. That the land be dedicated as Operational land in accordance with the Local Government Act 1993</p> <p>C. That minerals be included in this acquisition</p> <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</p> | | <p>to advise as to when/if it will be approved. Following up with Crown as to the option to gain approval for works to begin prior to acquisition taking place. Unfortunately with most staff working remotely responses are slower than usual.</p> <p>27/04/2020 - JH: Numerous requests have been sent to Office of Local Government asking for this matter to be finalised. Council does not have the option to gain approval for acquisitions from anyone other than OLG.</p> <p>26/03/2020 - JH: Waiting on response from OLG.</p> <p>27/02/2020 - JH: All information is with OLG and waiting for approval to come through.</p> <p>15/01/2020 - JH: Waiting on response from Crown to advise</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|----------------|---------|----------|--|---|---|---------------------------|-----------|
| | | | | allotment. H. That this project be funded from the former Cooma Monaro Shire Council reserve fund. | | that the Special Lease will be extinguished after acquisition has been completed to finalise documents required by OLG. | | |
| 74 | 4 October 2018 | 353/18 | 15.1 | <p>Clr Castellari Notice of Motion - Rooftop Solar</p> <p>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</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor and Councillors | <p>29/05/2020 – SC: No further update.</p> <p>29/04/2020 – SC: No further update.</p> <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</p> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|-----------------|---------|----------|---|-----------------------------------|---|---------------------------|-----------|
| | | | | carried out. | | 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. | | |
| 88 | 1 November 2018 | 394/18 | 12.1 | <p>Planning Proposal 461 Barry Way, Moonbah to Amend Snowy River Local Environmental Plan 2013</p> <p>That:</p> <p>A. The report from the Senior Strategic Land Use Planner on the Planning Proposal 461 Barry Way (Lot 101 DP 817374) be received.</p> <p>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>.</p> | Senior Strategic Land Use Planner | <p>03/06/2020 – MA:</p> <p>No further update and not expected to be any significant progress until the SAP masterplan is more fully developed.</p> <p>05/05/2020 – AA:</p> <p>An altered Gateway determination was issued by the Department of Planning Industry and Environment extending the timeframe for completion by 24 months to 7 June 2022. This allows the proposal adequate time to be considered and finalised after the Snowy Mountains Special Activation Precinct Masterplan is completed.</p> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-----------|---|---------------------------|-----------|
| | | | | <p>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.</p> <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>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.</p> <p>31/03/2020 – AS: No further update.</p> <p>02/03/2020 – BD: No further update.</p> <p>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.</p> <p>06/12/2018 – MA: B. Planning proposal has been submitted to the Minister of NSW Planning and Environment for a Gateway</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|-----------------|---------|----------|--|---------------------------------------|---|---------------------------|-----------|
| | | | | | | <p>Determination.</p> <p>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</p> <p>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> <ol style="list-style-type: none"> 1. Council staff develop a Snowy Monaro Region Development Guide that also includes a rural and regional context; 2. Increased promotion of pre-lodgement meetings with applicants and a media campaign be undertaken; 3. Creation of a user friendly information portal on Council's website; 4. Development assessment staff | Manager Built and Natural Environment | <p>28/05/2020 – JG: The Draft DA Best Practice Guideline will be presented to the June 2020 Council meeting.</p> <p>01/05/2020- JG: The Draft DA Best Practice Guideline will be presented to the May Council meeting.</p> <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:</p> | 18/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-----------|--|---------------------------|-----------|
| | | | | <p>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 of mobile IT platforms, to improve efficiencies in administration of development</p> | | <p>The Draft DA Best Practice Guideline will be presented to the March Council meeting.</p> <p>03/02/2020 – JG: The Draft DA Best Practice Guideline will be presented to the March Council meeting.</p> <p>03/06/2019 – JG: 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.</p> <p>03/05/2019 – JG: 1- Being developed 3 - Being developed 5 - Waiting for structure 6 - Report going to June meeting</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-----------|--|---------------------------|-----------|
| | | | | <p>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>6. Lists have been and will be continued to be provided</p> <p>7. Ongoing</p> <p>8. Completed</p> <p>9. To be undertaken</p> <p>10. Ongoing</p> <p>11. Ongoing</p> <p>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> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|------------------|---------|----------|--|-------------------------|--|---------------------------|-----------|
| | | | | 11. Additional information requests be provided to applicants in a timely manner. The response time on these requests be increased from 14 days to 21 days. | | | | |
| 117 | 20 December 2018 | 575/18 | 10.3 | <p>Proposed Acquisition of Shannons Flat Community Hall</p> <p>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> <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</p> | Land & Property Officer | <p>28/05/2020 – LB:</p> <p>This matter has been placed on hold until December 2020 at which time there will be a further report to Council.</p> <p>24/04/2020 – LB:</p> <p>Discussion with property owner’s family revealed that no decision had been made with respect to the transfer of the Hall to Council. Insurance of the Shannon’s Flat Hall is prohibitively expensive and out of the ability for either the family or the Management Committee to pay. Property owners have requested that Council delay any action on this matter until December 2020 when the current restrictions have eased and the Management Committee can meet. This was agreed and will be followed up in December 2020.</p> | 30/12/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|------------------|---------|----------|---|--|---|---------------------------|-----------|
| | | | | <p>any legal costs.</p> <p>E. Fund the costs of approximately \$8,000 from former Cooma Reserves.</p> | | <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> <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> | | |
| 165 | 21 February 2019 | 68/19 | 13.9 | <p>Parking in the laneway at the rear of the Jindabyne Town Centre</p> <p>That Council</p> <p>A. Approve the proposal to enter into public consultation with the</p> | <p>Land & Property Officer</p> <p>Roads Safety</p> | <p>28/05/2020 – LB: RFQ sent out to four surveyors for quotation for survey and design. This is to be funded by RMS.</p> | 31/12/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-----------|--|---------------------------|-----------|
| | | | | <p>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> | Officer | <p>24/04/2020 – LB: Specification for the tender is currently underway. Collaboration between the Special Projects Officer and the Road Safety Officer is being undertaken in view of the issues encountered with the proposed construction of the public toilets in Jindabyne.</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> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|---------------|---------|----------|--|-------------------------|--|---------------------------|-----------|
| 200 | 21 March 2019 | 114/19 | 9.2.5 | <p>Proposed Acquisition of Crown land - Part lot 209 DP 729704</p> <p>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> <p>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,</p> | Land & Property Officer | <p>28/05/2020 – LB:</p> <p>Follow up letter to Local Land Services has been sent and negotiations with NSW Aboriginal Land Council are ongoing.</p> <p>24/04/2020 – LB:</p> <p>Landowner/developer has agreed to review the Deed of Agreement and return it to Council. Further discussions with the NSW ALC have resulted in a plan for the way forward. Local Land Services still have not responded and a follow up phone call has been made. They will get back to us with an update on their progress.</p> <p>26/03/2020 – LB:</p> <p>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> | 31/12/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | solicitors fees and LRS fees etc. prior to commencing the process | | <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> | | |
| 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>01/06/2020 – KH: No further update.</p> <p>28/04/2020 – KH: No further update.</p> <p>27/03/2020 – KH: No further update.</p> <p>02/03/2020 – KH:</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | Mail out to the community at Delegate seeking their feedback to be arranged asap to gauge thoughts. Ongoing. | | |
| 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</p> <p>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>28/05/2020 – LB: Reminder was sent to Crown Lands last week. This matter will take some time to resolve at the Crown Lands level.</p> <p>24/04/2020 – LB: Crown Lands has advised that due to the COVID-19 Pandemic this process may suffer some delays.</p> <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</p> | 01/08/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>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:</p> <p>This matter has been escalated at Crown Lands to achieve a decision on the way forward.</p> | | |
| 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> | Land & Property Officer | <p>28/05/2020 – LB:</p> <p>Council's solicitor has once again sent a letter to the vendor's solicitor to register a date for settlement with PEXA. No reply has been forthcoming at this time.</p> <p>24/04/2020 – LB:</p> <p>Council's contribution was determined at \$1,100 including GST and this was approved by the Chief Executive Officer. At present Council is waiting on the vendor's solicitor to notify us of the settlement date. When a date is set Council will transfer the funds to our solicitor's trust account.</p> | 31/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <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> | | <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> | | |
| 251 | 16 May 2019 | 185/19 | 9.2.1 | <p>CMCA RV Park – Cooma</p> <p>That Council support in principle the development of a CMCA RV park at the Hawkins St site and provide in-kind assistance through internal plant rates.</p> | Group Manager Facilities Management | <p>01/06/2020 – GH: CMCA has now commenced on a Development Application.</p> <p>23/04/2020 – GH: Report with Draft MOU being prepared</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>for May Council meeting.</p> <p>27/03/2020 – GH: Report to Council planned for April meeting.</p> <p>02/03/2020 – GH: 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> | | |
| 260 | 16 May 2019 | 194/19 | 9.4.1 | <p>Classification and Categorisation of Crown Land in Council's Care and Control</p> <p>That Council approve the proposed categorisation of Crown land as per attachment 1 to report Classification</p> | <p>Property Officer</p> <p>Land & Property</p> | <p>28/05/2020 – JH: Crown advised they would like some changes made to the application for some of the categories. Changes made as per request and submitted Friday 29 May</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | and Categorisation of Crown Land in Council's Care and Control | Officer | <p>following review by consultant. Community consultation process is being put in place by Consultant and hope to have a final plan for process.</p> <p>27/04/2020 - JH: This application is with DPIE Crown Lands. There is a large backlog of applications and the implications of COVID-19 have added more time constraints on these applications. The contractors are also in contact with Crown to try and get this process expedited.</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: Council is waiting on confirmation of approval of categorisations. The Plans of</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>Management are currently underway.</p> <p>20/1/2020 – LB:</p> <p>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> | | |
| 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</p> <p>That Council requests to be appointed as Land Manager of the following Reserves:</p> <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,</p> | Resource & Waste - Project Manager | <p>28/05/2020 – JH:</p> <p>Item E: Email received from NSWALC requesting further information on this Reserve. Gazette notices were researched and supplied to NSWALC. They still require any information that Council may have on the lawful use and occupation of this land and/or need for this land for an essential public purpose, as at 8 June 2010. Following up on this request with Waste Team. Spoke again to NSWALC 27/5/2020 advice they are also now discussing with LALC with regard to their interest in the land due to it not being used for many</p> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--|-----------|--|---------------------------|-----------|
| | | | | <p>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>years, as such they may wish to keep the land claim active.</p> <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 revoke their interest as ALC 25795 is current on this reserve.</p> <p>09/01/2020 – MD: A. Confirmation has been received Council is the Land Manager of Dalgety Landfill Lot 2 DP 837128, Reserve 88070 for Rubbish Depot; B. Confirmation has been received Council is the Land Manager of Bombala Landfill Lot 123 DP 756819, Reserve 15472 for Night Soil Depot; C. Confirmation has been received Council is the Land Manager of Bombala Landfill Lot 300 DP 756819, Reserve 49491 for Night Soil Depot;</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <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> | | |
| 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> | <p>Commercial Land Officer</p> <p>Property Officer</p> | <p>28/05/2020 – JH: Solicitors have advised the signed lease agreement should be returned to Council next week.</p> <p>27/04/2020 - JH: Correspondence has been received by Council's Solicitor advising the Lease Agreement has had a few minor amendments and is with NRMA for exaction of same.</p> <p>26/03/2020 - JH: Council is liaising with NRMA in regard to this item.</p> <p>27/02/2020 -JH:</p> | 30/07/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|----------------|---------|----------|--|--|--|---------------------------|-----------|
| | | | | | | <p>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> | | |
| 342 | 15 August 2019 | 291/19 | 9.1.3 | <p>Delegate School of Arts and Delegate Preschool</p> <p>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>C. Apply to the Stronger Country Communities Fund Program for grant</p> | <p>Group Manager Facilities</p> <p>Land & Property Officer</p> | <p>01/06/2020 – GH: Application submitted to CRJO IWG Projects for funding following unsuccessful SCC3 grant.</p> <p>23/04/2020 – GH: Council was unsuccessful in the SCCF3 grant application. Stage 1 (new toilets) funded by Council (\$120K) will go out to tender in May. Investigating alternative funding opportunities for School of Arts. Preliminary BCA recommendations and costings received for pre-school – waiting</p> | 30/06/2020 | N |

9.4.5 RESOLUTION ACTION SHEET UPDATE

ATTACHMENT 1 IN PROGRESS ACTIONS FOR THE PERIOD ENDING MAY 2020

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-----------|---|---------------------------|-----------|
| | | | | <p>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>for CRIF Funding to open.</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: 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</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | carry out the remediation of the School of Arts have closed and are currently being evaluated. | | |
| 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</p> | Community Development Planner & Support | <p>03/06/2020 – MA: Continuing to sort through funding and risk assessment issues to complete.</p> <p>06/05/2020 – KH: The Taking Flight sculpture installation is held up by financial and insurance issues. The cost of installation borne by Council is likely to be much higher than originally anticipated. However, the installation design has been completed and we continue to work through the issues which are preventing installation at this point in time.</p> <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</p> | Ongoing | N |

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| | | | | <p>installation requirements e.g. plinth construction, lighting; and</p> <p>That the amendments to the Charter are noted and approved</p> | | <p>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>30/09/2019 – KH & DS: A. The installation plan for Taking Flight is underway, with the artist and the Design 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. B. The Shearer sculpture project is now finalised with the sculpture permanently erected in Cooma</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>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> | | |
| 347 | 15 August 2019 | 296/19 | 9.2.1 | Road Closure and Creation of Road Reserve - Badja Road | Land and Property | 28/05/2020 – LB: Contractor has been asked to forward | 30/05/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <p>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> | Officer | <p>plan and it is anticipated that it will be available very shortly.</p> <p>24/04/2020 – LB: Discussion with the contractor revealed that due to COVID-19 there would be some delay but the plan is now expected any day.</p> <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> | | |
| 352 | 15 August 2019 | 301/19 | 9.3.4 | <p>Proposed Closure and Sale of Public Pathway in Kalkite</p> <p>That Council</p> | Land & Property Officer | <p>28/05/2020 – LB: Council's Finance Dept. are unable to set up a Special Rate in the rating system and</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <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> | | <p>they have suggested that Sundry Debtor accounts be set up with regular quarterly payments to be fully paid prior to March 2023. This will enable the sale of the land to proceed prior to 30/06/2020.</p> <p>24/04/2020 – LB: Arrangements are currently underway to set up a payment plan and a surveyor has been engaged.</p> <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:</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | Landowners were notified of Council resolution via mail but are intending to write to Council requesting more time to pay. | | |
| 363 | 15 August 2019 | 310/19 | 10.2 | <p>NSW Government Funding</p> <p>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.</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor and Councillors | <p>29/05/2020 – SC: Awaiting response from NSW Premier.</p> <p>01/05/2020 – SC: Letter sent to NSW Premier 15 April seeking additional funding.</p> <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> | 31/06/2020 | N |

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| | | | | | | <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> <p>09/09/2019 – DR: Background information has been gathered to support the lobbying efforts. Draft correspondence under development.</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| 367 | 15 August 2019 | 315/19 | 13.3 | <p>Replacement of Council's road maintenance truck. Plant number 3028</p> <p>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>29/05/2020 – SS: Advice from the supplier is that the vehicle will be available for delivery in June 2020.</p> <p>22/04/2020 – SS: Due for May 2020 delivery.</p> <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> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| 379 | 19 September 2019 | 333/19 | 8.2 | <p>Finalisation of Draft Bush Fire Prone Lands Map 2019</p> <p>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> <p>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</p> <p>D. Advise the community and stakeholders via its website and the local newspaper once the Bush Fire Prone Land Map has come into effect.</p> | Senior Strategic Land Use Planner | <p>03/06/2020 – MA: No further update. Waiting for RFS to finalise.</p> <p>06/05/2020 – AS: No further update.</p> <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>30/09/2019 – AA:</p> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>A. Noted.</p> <p>B. Letter will be forwarded the Rural Fire Service on 1 October 2019.</p> <p>C. Information has been circulated to all relevant planning administration officers to be distributed with all 10.7 certificates</p> <p>Will be actioned once the Rural Fire Service have advised that the map will be certified by the commissioner.</p> | | |
| 382 | 19 September 2019 | 336/19 | 9.1.3 | <p>Adoption of Road Name Black Sallee Lane and Candlebark Circuit</p> <p>That Council endorse</p> <p>A. The name of Black Sallee Lane for crown road accessed from Alpine Way, Crackenback Gazetta; and</p> <p>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.</p> | GIS Administrator | <p>29/05/2020 – SG: Black Sallee Lane gazetted, sign not yet in place. Gazetta Notice Candlebark Circuit submitted.</p> <p>30/04/2020 – AS: No further update.</p> <p>31/03/2020 – AS: No further update.</p> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--------|-----------|--|---------------------------|-----------|
| | | | | | | <p>04/03/2020 – JC: Ongoing.</p> <p>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.</p> <p>02/10/2019- JC: Gazettal Notice for Black Salle Lane has been submitted and approved for publication The following actions are in progress for Candlebark Circuit. 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</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | advised to update relevant NSW databases. | | |
| 388 | 19 September 2019 | 343/19 | 9.3.1 | <p>Proposed Compulsory Acquisition of Part Lot 7002 DP 1028529 Crown Land Travelling Stock Reserve</p> <p>That Council</p> <p>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;</p> <p>B. Seek approval from the Minister for Local Government and/or the Governor in accordance with section 187 of the Local Government Act 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> | Land & Property Officer | <p>28/05/2020 – LB: Surveyor advised that he will commence the survey in the next week.</p> <p>24/04/2020 – LB: Surveyor has been engaged and expects to commence the survey in the immediate future.</p> <p>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.</p> <p>02/03/2020 – LB: The NSW Aboriginal Land Council has given consent in principal and is waiting on a survey plan.</p> <p>20/01/2020 – LB:</p> | 28/12/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <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>G. That upon acquisition the acquired Property is dedicated as road following gazettal of the acquisition;</p> | | Currently waiting on survey plan. | | |
| 389 | 19 September 2019 | 344/19 | 9.3.2 | Proposal to Close Part of Laneway (Lot 32 DP 227005) At the Rear of Jindabyne Town Centre | Land & Property Officer | 28/05/2020 – LB: Council's surveyor will re-lodge the plan of subdivision for the road closure . | 30/11/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <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> | | <p>24/04/2020 – LB: Lodgement of the plan at the LRS has been delayed due to planning issues.</p> <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> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <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 to be placed in Monaro Post and letters to adjoining land owners being prepared.</p> | | |
| 390 | 19 September 2019 | 345/19 | 9.3.3 | <p>Proposed Men's Shed Relocation to the Ti Tree Racecourse, Cooma</p> <p>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</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor and Councillors | <p>29/05/2020 – SC:</p> <p>A. Men's Shed DA approved 8/4/2020. Refund of \$8,970 completed 20/03/2020.</p> <p>B. To be addressed at Councillor briefing 3 Sep 20.</p> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-----------|--|---------------------------|-----------|
| | | | | <p>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> | | <p>27/04/2020 – SC: C. Men's Shed DA approved 8/4/2020. Refund of \$8,970 completed 20/03/2020. D. Report in progress.</p> <p>30/03/2020 – SC: No further update.</p> <p>04/03/2020 – SC: Ongoing.</p> <p>04/02/2020 – SC: E. Men's Shed DA lodgement in Dec 19 was incomplete. Men's shed still waiting for approval from Crown Land. F. No action pending completion of racecourse DA.</p> <p>03/12/2019 – SC: G. Men's Shed DA lodged 2 Dec currently being reviewed. H. No action pending completion of racecourse DA.</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| 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>03/06/2020 – MA: Bombala Arts and Innovation Hub committee has been advertising for members and is in progress of beginning.</p> <p>Continuing to investigate opportunities and options for the Arts and Culture Facility in Cooma that are compatible with the funding available in grant.</p> <p>29/04/2020 – 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> | 28/05/2020 | N |

9.4.5 RESOLUTION ACTION SHEET UPDATE

ATTACHMENT 1 IN PROGRESS ACTIONS FOR THE PERIOD ENDING MAY 2020

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--------|-----------|--|---------------------------|-----------|
| | | | | | | <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. D. To be actioned after December Arts and Culture 355 meeting.</p> <p>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</p> | | |

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|-----|-----------------|---------|----------|--|---------------------------|--|---------------------------|-----------|
| | | | | | | 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 | <p>Proposed Acquisition of Part Lot 6 DP 218752 for the Purpose of Road</p> <p>That Council, consistent with the guidelines contained within with the body of report,</p> <p>A. Authorise the General Manager to negotiate the purchase of 0.2542ha of lot 6 DP 218752;</p> <p>B. That Council be responsible for any additional costs including survey, legal fees, fencing;</p> <p>C. Authorise the General Manager to execute all necessary documents and affix Council's Seal if required; and</p> <p>D. Approach the plantation owners for a contribution towards the works prior to commencing the project.</p> | Land and Property Officer | <p>28/05/2020 – LB:</p> <p>An email has been sent to the surveyor each week asking for the plan of subdivision so that contracts for the purchase of the land can be exchanged. The plan has not been registered so the plan will need to be attached to the contract.</p> <p>24/04/2020 – LB:</p> <p>Council's solicitor is organising the contract and it is anticipated that exchange will take effect within the next month.</p> <p>27/03/2020 – LB:</p> <p>MOU has been returned to Council and Council's solicitor has been asked to arrange a contract.</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>27/02/2020- JH: MOU with property owner, waiting return of same.</p> <p>15/01/2020 - JH: Staff have spoken to land owner and are waiting for a written response.</p> | | |
| 439 | 21 November 2019 | 408/19 | 9.1.1 | <p>Closure of Part of the Road Reserve in Barrack Street Cooma</p> <p>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>28/05/2020 – LB: Council’s solicitor is currently carrying out investigations to provide information to the LRS.</p> <p>24/04/2020 – LB: The plan was lodged at the LRS and the surveyor is presently addressing a requisition from the LRS regarding the date of gazettal of Barrack Street Cooma as a Council public road.</p> <p>26/03/2020 – LB: The subdivision certificate has been</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|------------------|---------|----------|--|---|---|---------------------------|-----------|
| | | | | | | <p>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> | | |
| 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</p> <p>That the recommendations of the meeting of the Water and Sewer Committee held on 29 October 2019 be adopted.</p> | <p>Engineer W&WW Contracts & Development</p> <p>Group Manager Water & Wastewater Services</p> | <p>28/05/2020 – JD: Proposed charges agreed on with Chief Strategy Officer. A report is being prepared to ELT recommending these charges and the way forward.</p> <p>30/04/2020 – DR: Matter deferred due to impacts of COVID-19.</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--------|-----------|--|---------------------------|-----------|
| | | | | | | <p>24/03/2020 – JD:</p> <p>Awaiting further Advice on charges from Acting Director Corporate and Community Services following meetings and discussions. A meeting will then be scheduled with Councillors.</p> <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</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--------|-----------|--|---------------------------|-----------|
| | | | | | | <p>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> <p>B. Adopted Terms of Reference will be sent to document control for finalising.</p> <p>C. Amendments to sewer pricing and billing was reported to Council on 21 Nov 2019.</p> <p>S64 DSP Councillor workshop has been proposed to be held on 19 Dec 2019.</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|------------------|---------|----------|--|-------------------------|---|---------------------------|-----------|
| 551 | 21 November 2019 | 420/19 | 9.3.4 | <p>Request for Council to Apply for Poveys Road Colinton to be Transferred to Council as a Council Public Road</p> <p>That Council</p> <p>A. Decline the request to open the Crown reserve road section of Poveys Road as a Council public road;</p> <p>B. Notify the landowner of Council's decision; and</p> <p>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.</p> | Land & Property Officer | <p>28/05/2020 – LB:</p> <p>Official notification was received from Crown Lands that they would not enter into an MOU with Council for maintenance of Crown reserve roads. Crown Lands Minor Road Maintenance Policy has been amended. What this means is that if Council carries out any maintenance on a Crown road in whole or in part this will trigger the transfer of the Crown road to Council. Council can only carry out maintenance on Crown reserve roads if the Crown consents to the work and if the job is done as a private works job and the landowner is invoiced for the work. Landowners will be notified.</p> <p>24/04/2020 – LB:</p> <p>The MOU is still under consideration despite numerous requests for updates.</p> <p>26/03/2020 – LB:</p> <p>A request for an update with respect to the MOU has been sent to the Crown. When the draft MOU is received a further</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|------------------|---------|----------|--|-----------------------------------|---|---------------------------|-----------|
| | | | | | | <p>report will be presented to Council.</p> <p>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.</p> <p>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.</p> | | |
| 553 | 21 November 2019 | 422/19 | 9.3.6 | <p>Managing Heavy Vehicles in Bombala Town Centre - Community Consultation</p> <p>That the matter be deferred for further consultation with the public including correspondence from the Bombala Chamber of Commerce.</p> | Group Manager Asset & Engineering | <p>01/06/2020 – GH: Communication distribution proposed re Bombala Town Centre Community Consultation:</p> <ul style="list-style-type: none"> • Noticeboards – IGA and Newsagency • Bombala Times and Monaro Post • Facebook – Bombala Noticeboard • Facebook – SMRC page • Facebook – SMRC Business Forum Group • Radio – capital network and 2MNO | 30/06/2020 | N |

9.4.5 RESOLUTION ACTION SHEET UPDATE

ATTACHMENT 1 IN PROGRESS ACTIONS FOR THE PERIOD ENDING MAY 2020

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-----------------|---|---------------------------|-----------|
| | | | | | | <ul style="list-style-type: none"> • Notice at SMRC office • Info sent to SMRC customer service for any enquiries • SMRC website <p>27/04/2020 – LN: Working with Chief Communications Officer to establish a strategy for community consultation during the COVID-19 restrictions.</p> <p>24/03/2020 – LN: No further update.</p> <p>28/02/2020 – LN: Ongoing.</p> <p>03/02/2020 – LN: Ongoing.</p> | | |
| 573 | 21 November | 443/19 | 13.7 | Werralong Road - Proposed Acquisition With and Without Consent | Land & Property | 28/05/2020 – LB: There has been no response from the OLG | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--|-----------|--|---------------------------|-----------|
| | 2019 | | | <p>That Council</p> <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> | Officer | <p>with respect to the application to reduce the notification time. The application is with the OLG.</p> <p>24/04/2020 – LB: The application for acquisition of Werralong Road has been lodged with the OLG. At the same time an application to reduce the notification time to 30 days has been lodged with the OLG.</p> <p>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.</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:</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>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> | | |
| 584 | 19 December 2019 | 466/19 | 9.3.3 | <p>Request for Council to Apply to the Crown for Capanana Road to be Transferred to Council</p> <p>That Council</p> <p>A. Refuse the request to have Capanana Road transferred to Council as a Council public road;</p> <p>B. Write to the landowners who signed the petition notifying them of the decision;</p> <p>C. Add Capanana Road to the list of Crown Roads to be attached to the</p> | Land & Property Officer | <p>28/05/2020 – LB:</p> <p>Official notification was received from Crown Lands that they would not enter into an MOU with Council for maintenance of Crown reserve roads. Crown Lands Minor Road Maintenance Policy has been amended. What this means is that if Council carries out any maintenance on a Crown road in whole or in part this will trigger the transfer of the Crown road to Council. Council can only</p> | 30/06/2020 | N |

9.4.5 RESOLUTION ACTION SHEET UPDATE

ATTACHMENT 1 IN PROGRESS ACTIONS FOR THE PERIOD ENDING MAY 2020

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|-----------|---|---------------------------|-----------|
| | | | | <p>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>carry out maintenance on Crown reserve roads if the Crown consents to the work and if the job is done as a private works job and the landowner is invoiced for the work.</p> <p>24/04/2020 – LB: The MOU is still under consideration despite numerous requests for an update.</p> <p>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.</p> <p>02/03/2020 – LB: Cappanana Road has been included on the list of Crown Roads attached to the MOU with the Crown.</p> <p>20/01/2020 –LB: Letters have been sent to landowners who signed the petition. Negotiation with</p> | | |

9.4.5 RESOLUTION ACTION SHEET UPDATE

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| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | Crown Lands is ongoing. | | |
| 593 | 19 December 2019 | 475/19 | 9.4.8 | <p>Naming of Roads</p> <p>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>29/05/2020 – SG: Road names Calabria Way and Aratula Drive Gazetted in March 2020. Completed.</p> <p>02/06/2020 – JC: Complete.</p> <p>30/04/2020 – 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> | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| 600 | 19 December 2019 | 483/19 | 13.3 | <p>Sale of Council Land - Percy Harris Street Leesville by Auction off the Plan</p> <p>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> <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> | Property Officer | <p>28/05/2020 – JH:</p> <p>Reviewing sunset clause in contract to ensure the works can be completed in time once sale takes place. Reviewing the requirements of the development to ensure all conditions of the CC are met for the sale to be finalised.</p> <p>27/04/2020 - JH:</p> <p>Design plan received today from Surveyor, CC application will be completed and lodged. Preparation will commence for the Auction to take place.</p> <p>26/03/2020 - JH:</p> <p>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> <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</p> | 01/08/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>plan.</p> <p>15/11/2020 - JH:</p> <p>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> | | |
| 607 | 19 December 2019 | 490/19 | 13.10 | <p>Chief Executive Officer's Annual Review</p> <p>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</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor and Councillors | <p>29/05/2020 – SC:</p> <p>A. Complete.</p> <p>B. Complete.</p> <p>C. Not yet finalised.</p> <p>29/4/2020 – SC:</p> <p>D. Complete.</p> <p>E. Deed under review.</p> <p>F. Not yet finalised.</p> <p>30/03/2020 – SC:</p> <p>No further update.</p> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|------------------|---------|----------|--|----------------------------|---|---------------------------|-----------|
| | | | | <p>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> | | <p>04/03/2020 – SC: G. In progress H. Deed under review. I. Completed. J. Not yet Finalised</p> <p>04/02/2020 – SC: A. In progress. B. Not yet finalised.</p> | | |
| 613 | 20 February 2020 | 9.1.6 | 10/20 | <p>Section 355 Snowy Monaro Tourism Advisory Committee</p> <p>That Council:</p> <p>A. Receive and note the information regarding the purpose and membership of the Section 355 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</p> | Manager – Tourism & Events | <p>03/06/2020 – MA: First meeting of Committee now to take place online. Consulting with members on a possible date in progress.</p> <p>30/04/2020 – AS: No further update.</p> <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> | 30/05/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | Barry Wrenford and Mr Duncan Isaksen-Loxton. | | 02/03/2020 – KM: A. Noted B. Noted Noted. Committee members are to be notified. | | |
| 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>28/05/2020: - JH: This item has been finalised.</p> <p>A: Gazette notice received for transfer of road to Council.</p> <p>B: The road has been added to the Council’s Road Assets Register.</p> <p>27/04/2020 - JH: Acknowledgment from Crown that the application is being reviewed and was received 22/04/2020.</p> <p>26/03/2020 - JH: A. Resolution received 27/2/2020 application to Crown for transfer of road is being prepared for submission.</p> | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <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> | | |
| 615 | 20 February 2020 | 9.3.1 | 12/20 | <p>Request to Acquire and Repair/Replace Bairds Crossing Bridge over Snowy River</p> <p>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</p> | <p>Manager Infrastructure</p> <p>Group Manager Transport Infrastructure (Operations)</p> | <p>29/05/2020 – GS:</p> <p>The latest update was an email from Mr Makhoul to John Barilaro MP on 30 April 2020 that stated:</p> <p>In reply to your below email, we would like to advise that</p> <ul style="list-style-type: none"> We are expecting documentation in support of our request for retention and upgrade of the Bairds Crossing Bridge from local Fire Brigade at Numbla Vale and in turn the RFS NSW. | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | advice, he consults with the council staff with a view of preparing a report to the council. | | <ul style="list-style-type: none"> • We are expecting that funding can come from the recently advised increase in Safety/Fire expenditure budget • Our understanding is that ownership of the land upon which the bridge stands is passed onto Council • After ownership of the land is finalised, the State funding is allocated to Council, for the bridge works. <p>As soon as these documents are to hand we will forward them to you.</p> <p><i>Note:- No documentation has yet been received from any agency supporting the proposal for a retention and upgrade of Bairds Crossing Bridge.</i></p> <p>29/04/2020 – GS:</p> <p>On 6 April 2020 A letter was drafted for CEO approval in response to questions raised by John Barilaro MP on behalf of Mr Joseph Makhoul and in relation to Council’s decision on Bairds Crossing Bridge.</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>On 23 April 2020, Council staff wrote to Mr Makhoul and other residents seeking any information “the proponent” may have received from the relevant minister in relation to safety concerns should Bairds Crossing Bridge not be repaired or replaced. This correspondence reiterated the decision of Council from the February 2020 meeting, suggesting this information would assist in preparing a further report on Bairds Crossing Bridge for Council consideration. Unfortunately no reply has been forthcoming.</p> <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</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>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> | | |
| 628 | 20 February 2020 | 10.3 | 25/20 | <p>Bombala Library Sign</p> <p>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.</p> | <p>Acting Manager Land and Property</p> <p>Group Manager Facilities Management</p> | <p>01/06/2020 – KH: We are still waiting on quotes from sign providers.</p> <p>28/04/2020 – KH: Suggestions from Bombala based Councillors –Manager Community Services to provide feedback.</p> <p>27/03/2020 – KH: Still waiting on Bombala based Councillors for design and placement.</p> <p>02/03/2020 – GH: Acting Land and Property Manager consulting with Bombala based</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | Councillors and library staff for sign design and placement location | | |
| 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 | <p>01/06/2020 – QM: Completed with Determination date of 2 April 2020 provided to the applicant</p> <p>01/04/2020 – QM: Determination to be signed by Planning dept. Once completed, letters to inform the applicants will be sent.</p> | | Y |
| 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 | <p>28/05/2020 – MR: Everything is ready to go for the 2020 ski season winter parking and camping campaign. This includes the collection of intelligence to undertake a feasibility study for the introduction of paid parking.</p> <p>05/05/2020 – MR:</p> | 31/10/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <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> <p>i. Wollondibby Inlet (6 sites)</p> | | <p>The no stopping signage has been installed at the areas noted. I have confirmed that Council’s Ranger working in collaboration with the Ranger for the area are ready for the winter ski season. Meeting held last week at the Clay Pits to discuss future works on the foreshore. These works will include the potential of charging a parking fee for long term parkers at the Clay Pits. This concepts discussed are going to be included in the community consultation for the proposed works and will form part of the feasibility study and long term strategies mentioned in the resolution.</p> <p>23/03/2020 – BJ:</p> <p>“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.</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <ul style="list-style-type: none"> 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 F. Embark on a campaign for a permanent solution to control and regulate camping around Lake Jindabyne. | | | | |
| 639 | 19 March 2020 | 9.1.4 | COV4/20 | <p>Monaro Aquatic Services request to waiver difference in water usage</p> <p>That Council</p> <ul style="list-style-type: none"> 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; 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 C. In accordance with the provisions of the Local Government Act, SMRC advertises for comments | Acting Manager - Land & Property | <p>10/06/2020 – TV: The public exhibition period has concluded and a consultation closing report has been provided.</p> <p>01/06/2020 – KH: Have contacted Communications team to see if there were any responses.</p> <p>28/04/2020 – KH: Out for public comment. Closes 13 May 2020.</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | 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%. | | 27/03/2020 – KH: Liaising with Manager Water and Wastewater to get an ad covering both areas out to the public. | | |
| 643 | 19 March 2020 | 9.3.2 | 44/20 | <p>Acquisition by Possessory Title - Lot 16 Section 1 DP 1242 - Berridale Memorial Park</p> <p>That Council</p> <p>A. Apply for possessory title over lot 16 Section 1 DP 1242 (Berridale Memorial Park)</p> <p>B. Classify lot 16 Section 1 DP 1242 as community land upon acquisition.</p> | Land & Property Officer | <p>28/05/2020 – LB: Documentation is being prepared to lodge an application for Possessory Title.</p> <p>24/04/2020 – LB: Council’s solicitor is presently gathering all the evidence to lodge with the application for possessory title. A surveyor has been engaged to do a survey plan for identification purposes.</p> <p>26/03/2020 – LB: Council’s solicitor has been requested to prepare the documentation.</p> | 30/09/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| 644 | 19 March 2020 | 9.3.3 | 45/20 | <p>Management Arrangements for the Cooma Cat Pound.</p> <p>That Council:</p> <p>A. Notes that the Ranger Services team will resume full management of the Cooma Cat Pound, commencing Monday 23 March 2020.</p> <p>B. Thanks the RSPCA for the generous support they have given to the community through the management of the Cooma Cat Pound.</p> | Manager Public Health & Environment | <p>28/05/2020 – MR: Thank you letter is being drafted and will be sent to the CEO for signature before 1 June 2020.</p> <p>05/05/2020 – MR: The Cat Pound is now in our care. It has been cleaned, sanitised and fully operational.</p> <p>The RSPCA has been thanked at a recent committee meeting in the presence of their CEO. A letter will be drafted from our CEO to the local group as a final touch to completing this item.</p> <p>23/03/2020 – BJ: All cats and RSPCA equipment removed from Cooma cat pound. Letter to be drafted thanking local RSPCA for their support.</p> | | 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</p> | GIS Administrator | <p>29/05/2020 – SG: Road name Taylors Lane approved. No Gazettal required. Completed.</p> <p>30/04/2020 – AS:</p> | | Y |

9.4.5 RESOLUTION ACTION SHEET UPDATE

ATTACHMENT 1 IN PROGRESS ACTIONS FOR THE PERIOD ENDING MAY 2020

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | concurs with the names and no objections are received during the advertising period. | | No further update. 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. | | |
| 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 | Manager Infrastructure Group Manager Transport Infrastructure (Operations) | 29/05/2020 – GS: Correspondence from TfNSW relating to this issue was received on 21 May 2020 stating: <i>“Reply is still with TfNSW for sign off. Council will be notified when the reply is sent”</i> This message was provided to Mr Trengove and acknowledged on 22 May 2020. 29/04/2020 – GS: The Local Traffic Committee Report considered and approved by Council at the meeting of 16 April 2020 contained | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|---------------|---------|----------|---|---|--|---------------------------|-----------|
| | | | | | | <p>the following comment from TfNSW in relation to Kosciuszko Road Speed Limits just north of the Snowy Valley Hotel, East Jindabyne, through to the recently installed 80 kph limit just north of Rainbow Drive:</p> <ul style="list-style-type: none"> TfNSW has received correspondence from the Jindabyne East Resident Committee and also community members. TfNSW is responding to the correspondence directly. <p>27/03/2020 – GS</p> <p>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.</p> | | |
| 656 | 19 March 2020 | 10.2 | COV8/20 | <p>Sale of Forestry Corporations Softwood Industry</p> <p>The Council immediately write to the NSW Treasurer Mr Dom Perrottet, the Premier Ms Gladys Berejiklian and the Deputy Premier and Minister for</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor | <p>29/05/2020 – SC:</p> <p>Response received from Deputy Premier (forwarded to Clrs). NSW Gov. announced it will not progress with the long-term lease of Forestry Corp.'s softwood plantation business following conclusion</p> | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <p>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.</p> <p>(*Agriculture, Forestry and Fishing Statistic profile.id.com.au/Snowy-Monaro/industries).</p> | and Councillors | <p>of an independent scoping study.</p> <p>12/05/2020 – SC: Letter to NSW Treasurer sent 12 May 2020.</p> <p>27/04/2020 – SC: Letter drafted to NSW Treasurer, NSW Premier and Deputy Premier – with Cr Haslingden for comment.</p> <p>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.</p> | | |
| 657 | 19 March 2020 | 10.3 | Nil. | <p>Snowy Hydro Traffic Movement Report</p> <p>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</p> | Manager Infrastructure (Operations) | <p>29/05/2020 – GS: The Traffic and Transport Liaison Group (TTLG), meeting 3 was held via phone conference on 28 May 2020. Updated OSOM movements for the period May – December were provided along with notification of heavy vehicle movement for the following:</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <p>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> | | <p>330/33kV, 80MVA Power Transformers</p> <p>Delivery dates:</p> <ul style="list-style-type: none"> • First unit 28 July 2018; • Second unit week commencing 31 Aug 2020 • Weight 85t (load only) <p>Demountable Buildings – 33kV Switchgear Building</p> <p>Delivery date: 5 August 2020</p> <p>Weight: 36t</p> <p>Demountable Buildings – ASB/SSB</p> <p>Delivery date: Week commencing 29 June 2020</p> <p>Weight: 30t</p> <p>29/04/2020 – GS:</p> <p>An update on Snowy 2.0 traffic improvements was requested from Future Generation on 24/04/2020. The response</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>was as follows:</p> <p>Future Generation have no new data at this point in time for truck movements from Polo Flat to site – that would obviously apply for when the segment factory is operational later this year.</p> <p>The OSOM forecast is periodically updated and incorporates truck movements for the Tunnel Boring Machines (TBM) segments ahead of the operational phase of the facility and this will be discussed at Traffic & Transport Liaison Group (TTLG) meetings in the coming months.</p> <p>Once all approvals for transporting the concrete segments via the special Segment Transport Vehicles is finalised and approved by all road managers, the figures can be firmed up accordingly.</p> <p>28/04/2020 – SC: Request sent to Snowy Hydro.</p> <p>23/03/2020 - AS: Item deferred to 16 April 2020 Council</p> | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | Meeting. | | |
| 658 | 19 March 2020 | 13.1 | COV10/20 | <p>Termination of Lake Wallace Grazing Lease</p> <p>That Council terminate the Licence Agreement immediately as recommended in the Lake Wallace offset sites vegetation monitoring report.</p> | Property Officer | <p>28/05/2020 – JH:</p> <p>Notices required changes, waiting for response with updated version from Council Solicitor to enable this process to take place.</p> <p>27/04/2020 - JH:</p> <p>Termination Notice received from Solicitor and is with Group Manager Facilities for review and supply to Lessee.</p> <p>26/03/2020 – JH:</p> <p>Request sent to Solicitor for termination notice to be prepared.</p> | 30/06/2020 | N |
| 660 | 19 March 2020 | 13.3 | 55/20 | <p>Proposed Acquisition of Easement for Access to Middlingbank Quarry</p> <p>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.</p> | Land & Property Officer | <p>28/05/2020 – LB:</p> <p>A meeting took place with the landowner, his father, Manager of Infrastructure, Land and Property Officer and Council's solicitor, Mark Herbert. Negotiations are ongoing.</p> | 30/12/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <p>B. Engage the services of a surveyor to create a plan for registration of a right of way across lot 1 DP 1022898.</p> <p>C. Council to be responsible for all costs for creation and registration of the plan for the right of way.</p> <p>D. Authorise the Chief Executive Officer to negotiate the compensation for the easement.</p> <p>E. Authorise the Chief Executive Officer to sign all necessary documents to give effect to the above.</p> | | <p>24/4/2020 – LB:</p> <p>An email was sent to the landowner but there has been no response. A second email will be sent this week to be followed up with a phone call.</p> <p>26/03/2020 – LB</p> <p>Negotiations have commenced with the landowner.</p> | | |
| 661 | 19 March 2020 | 13.4 | 56/20 | <p>Purchase of Lot 3 DP 1242464 - Cooma Levee Bank</p> <p>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</p> | Land & Property Officer | <p>01/06/2020 – LB:</p> <p>Council's solicitor has once again sent a letter to the vendor's solicitor to register a date for settlement with PEXA. No reply has been forthcoming at this time.</p> <p>24/4/2020 – LB:</p> <p>Council's contribution was determined at \$1,100 including GST and this was approved by the General Manager. At present Council is waiting on the vendor's solicitor to notify us of the settlement date. When a date is set Council will transfer the funds to our solicitor's trust</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | GST) in the 2020 Financial Year Budget with funding to be provided from other internal reserves. | | account. 26/03/2020 – LB: Currently waiting on a response from the vendor’s solicitor in respect to the contribution to costs. | | |
| 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 | <p>28/5/2020 – LB: Sundry Debtor accounts are being arranged with a repayment schedule to be agreed with the landowners.</p> <p>As the public pathway does not have a registered title it is not possible to place a caveat on the land until the pathway is closed. It is intended to address the issue that payment for the land must be finalised by both parties prior to June 2023.</p> <p>24/04/2020 – LB: Arrangements are currently underway to set up a payment plan and a surveyor has been engaged.</p> | 31/12/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | | | <p>26/03/2020 – LB:</p> <p>The landowners have been notified of Council's resolution and quotations are currently being sought for the survey work.</p> | | |
| 665 | 16 April 2020 | 65/20 | 9.1.2 | <p>Waiver of 2019/2020 Food Premises Inspection Fees</p> <p>That Council:</p> <p>A. Waive inspection fees for all food premise inspections conducted in the 2019/2020 financial year.</p> <p>B. Refund inspection fees paid to date for food premise inspections undertaken in the 2019/2020 financial year.</p> | Manager Public Health and Environment | <p>28/05/2020 – MR:</p> <p>Food assessments are now almost completed for the 2019/20 financial year. Fees were not charged for the food assessments. Arrangements are being made for the writing off of all unpaid 2019/20 food assessment fees and for the reimbursement of all fees paid in the 2019/20 financial year.</p> <p>05/05/2020 – MR:</p> <p>We will be recommencing food assessments Wednesday this week. No fees will be charged. Notification of the decision to not charge fees has been advertised. I am organising for the fees already paid to be refunded. I am hoping this will be finalised in the coming weeks.</p> | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| 667 | 16 April 2020 | 67/20 | 9.1.4 | <p>Review of Lease Payments - COVID-19</p> <p>That Council</p> <p>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.</p> <p>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</p> <p>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</p> | Property Officer | <p>28/05/2020 – JH:</p> <p>One request has been presented and a response supplied with the outcome of that request.</p> <p>27/04/2020 - JH:</p> <p>Facilities Officer for Snowy River Health Centre has liaised with the affected parties in that facility and requested they supply further evidence based on the current revenue impacts. Commercial Property Officer is liaising with the Caravan Parks to advise of documentation required for any requests in fee reductions. Property Officer will advise other applicants of these requirements so the requests can be determined to adhere to Items A, B & C in the Resolution.</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|---------------|---------|----------|---|--------------------|---|---------------------------|-----------|
| | | | | reduction period for the actual drop in revenue experienced. | | | | |
| 668 | 16 April 2020 | 68/20 | 9.2.1 | <p>Monaro Rail Trail Draft Feasibility Report</p> <p>That Council</p> <p>A. Receive and note the report</p> <p>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.</p> <p>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.</p> <p>D. Prior to forming a final position on the use of the rail corridor, Council consider at a future</p> | Recreation Planner | <p>03/06/2020 – AD: No further update.</p> <p>05/05/2020 – AD: The State Government have not released any information on the study for reinstatement of the Queanbeyan to Bombala rail (train) line and extension to Eden. The timeframe on this is unknown.</p> <p>The Rail Trail Feasibility Study is complete and there will be no further reporting to Council until the trail study is released to the public by state Government.</p> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | 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. | | | | |
| 669 | 16 April 2020 | 69/20 | 9.2.2 | <p>Bombala Commercial Precinct Painting</p> <p>That Council</p> <p>A. Note the previous resolution ADA96/16 adopted by the Administrator;</p> <p>B. Note the previous resolution 297/17 adopted by Council;</p> <p>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</p> | Economic Development Officer | <p>03/06/2020 – MA: Arrangements for payment finalised. Awaiting reports from the chamber on execution of the project in due course.</p> <p>05/05/2020 – SB: A purchase order will be issued to the Chamber of Commerce this week so that they can send us an invoice and be paid.</p> | 30/05/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | money on paint and provide supporting documentation to Council once the project is completed. | | | | |
| 670 | 16 April 2020 | 70/20 | 9.3.1 | <p>Snowy Monaro Regional Council Traffic Committee Report</p> <p>That the recommendations of the meeting of the Local Traffic Committee held on 26 March 2020 be adopted with exception of item 7.3.</p> | <p>Roads Safety Officer</p> <p>Acting Director Operations and Infrastructure</p> | <p>01/06/2020 – GH: Complete.</p> <p>27/04/2020 – GH Complete. Will resubmit item 7.3 for May Council meeting</p> | | Y |
| 679 | 16 April 2020 | 79/20 | 11.1 | <p>Assistance to Maintain Essential Functions and Services</p> <p>That Council</p> <p>A. Calls for the packages to include the following measures:</p> <ul style="list-style-type: none"> Increasing Financial Assistance Grants payments to 1% of federal government revenue to help councils maintain essential functions and services, acknowledging the increased costs and mounting revenue losses arising from COVID-19 (and drought and bushfire where affected) as well as giving councils | <p>Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor and Councillors</p> | <p>29/05/2020 – SC: Awaiting response from NSW Premier.</p> <p>06/05/2020 – SC: A letter was sent to the NSW Premier – Gladys Berejiklian on 22 April 2020 .Waiting on response.</p> | Ongoing | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <p>capacity to provide hardship assistance to businesses and residents.</p> <ul style="list-style-type: none"> • Immediate financial assistance to support council employees, especially in early education and care. • Providing stimulus funding to councils for projects that will help sustain council operations and boost local economies. This could be achieved through increasing or bringing forward funding under existing funding programs or introducing new programs. • Increased access to TAFE, VET and other apprenticeship opportunities that council staff can undertake to address skill shortages, especially for staff in non-essential services who are unable to be redeployed. <p>B. Commends the NSW and Federal Governments on their stewardship during this crisis and commits to working in partnership to protect community health and sustain local economies through this crisis.</p> <p>C. Write to the local Federal and State</p> | | | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <p>Member(s) the Hon John Barilaro MP, Prime Minister the Hon Scott Morrison MP, NSW Premier the Hon Gladys Berejiklian MP, Federal Treasurer the Hon Josh Frydenburg MP, NSW Treasurer the Hon Dominic Perrottet MP, NSW Local Government Minister the Hon Shelley Hancock MP, Federal Minister for Local Government the Hon Mark Coultan, Federal Opposition Leader the Hon Anthony Albanese, NSW Opposition Leader Jodi McKay MP, Federal Shadow Minister for Local Government Jason Clare MP and NSW Shadow Minister for Local Government Greg Warren MP to confirm their support for increased financial assistance and stimulus funding for local government to help councils maintain essential services and employment during the COVID-19 pandemic.</p> <p>D. Endorses Local Government NSW's sector-wide campaign to obtain financial assistance, employment support and stimulus funding for the local government sector.</p> <p>E. Advise LGNSW President Linda Scott of the passage of this</p> | | | | |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | Mayoral Minute. F. | | | | |
| 680 | 21 May 2020 | 87/20 | 8.1 | <p>Snowy Monaro Local Strategic Planning Statement - Post Exhibition Report</p> <p>That Council</p> <p>A. Note all key issues raised throughout the public exhibition process;</p> <p>B. Note amendments made to the draft Local Strategic Planning Statement (shown in attachment 1); and,</p> <p>C. Adopt the Snowy Monaro Local Strategic Planning Statement (attachment 1) and Appendix A Implementation and Monitoring document (attachment 2) as amended.</p> | Senior Strategic Land Use Planner | 03/06/2020 – MA: Arrangements in the process of being made to finalise requested amendments by Council and lodge the LSPS on the NSW Planning Portal and Council’s website by 1 July 2020 deadline. | 1 July 2020 | N |
| 681 | 21 May 2020 | 88/20 | 8.2 | <p>DA4142/2020 - Eco-tourist facility (Single cabin)</p> <p>That</p> <p>A. Pursuant to section 4.16(3) of the <i>Environmental Planning and Assessment Act 1979 (as amended)</i> that a deferred commencement consent be</p> | Town Planner | 28/05/2020 – JG: Item completed upon receipt of resolution number from 21 May 2020 Council meeting. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | <p>granted for DA4142/2020 being the development of an eco-tourist facility (single cabin), on Lot 14 DP 868116 101 Spring Hill Road, East Jindabyne subject to the draft conditions attached;</p> <p>B. Any person who made a submission is notified according to the regulations.</p> | | | | |
| 682 | 21 May 2020 | 89/20 | 9.1.1 | <p>Monthly Funds Management Report - April 2020</p> <p>That Council:</p> <p>A. Receive and note the report indicating Council's cash and investments position as at 30 April 2020; and</p> <p>B. Receive and note the Certificate of the Responsible Accounting Officer.</p> | Finance Officer | 27/05/2020 – AS: No further action required. | | Y |
| 683 | 21 May 2020 | 90/20 | 9.1.2 | <p>Minutes of the Cemetery Advisory Committee Dated 10 March 2020</p> <p>That Council receive and note the</p> | Coordinator Strategy Development | 27/05/2020 – AS: No further action required. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|------------------------|---|---------------------------|-----------|
| | | | | minutes of the meeting by section 355 Cemetery Advisory Committee held on 10 March 2020 be adopted. | | | | |
| 684 | 21 May 2020 | 91/20 | 9.1.3 | <p>Cooma Band Shell - Concept Designs</p> <p>That Council:</p> <p>A. Adopt the concept plan developed and placed on public exhibition, as modified to allow public art, and</p> <p>B. Include this project in Council's list of projects to seek grant funding for.</p> | Project Manager | 01/06/2020 – GH: Project has been included in calls for shovel ready projects for consideration of funding. | | Y |
| 685 | 21 May 2020 | 92/20 | 9.1.4 | <p>Request for cabling in Road Reserve - proposed Elysian Wind Farm</p> <p>A. That Council provides in-principle approval to the Elysian Wind Farm proponents for the use of the Kybeyan and Tuross road reserves for transmission line cabling, subject to Council having the right to reconsider pending the assessment of the Environmental Impact Statement, and prior to the final determination of the project; and</p> <p>B. Such in-principle approval is not to be taken as an indication of Council's support for the Elysian Wind Farm project.</p> | Chief Strategy Officer | 04/06/2020 – DR: A letter has been sent to the Elysian Wind Farm Team advising of Council's in-principle support with the conditions outlined in A. and B. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--|-------------------------------|--|---------------------------|-----------|
| 687 | 21 May 2020 | 93/20 | 9.1.6 | <p>Minutes of the April Youth Council Meeting</p> <p>That Council:</p> <p>A. Receive and note the minutes of the Youth Council meeting held on the 27 April 2020, and</p> <p>B. Endorse the motion at item 9.1, to pursue a Youth Council Exchange Program.</p> | Youth Development Officer | <p>01/06/2020 – BP: Complete.</p> <p>03/06/2020 – MA: The Youth Exchange Program will be organised through the Youth Council to occur later in the year (Nov/Dec).</p> | | Y |
| 688 | 21 May 2020 | 94/20 | 9.1.7 | <p>Arts and Culture Advisory Committee meeting minutes held on 25 March 2020</p> <p>That Council receive and note the minutes of the Arts and Culture Advisory Committee meeting held on 25 March 2020.</p> | Community Development Planner | 27/05/2020 – AS: No further action required. | | Y |
| 689 | 21 May 2020 | 95/20 | 9.1.8 | <p>Section 355 Committee Minutes: Bombala Exhibition Ground and Bredbo Hall</p> <p>That Council receive and note the Minutes of meetings of Section 355 management committees for Bombala Exhibition Ground and Bredbo Hall.</p> | Governance Officer | 27/05/2020 – AS: No further action required. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| 690 | 21 May 2020 | 96/20 | 9.1.9 | <p>Proposed East Jindabyne water tank mural project</p> <p>That Council</p> <p>A. Receive and note the information in the report on Ben Eyles' proposal to install a mural on the East Jindabyne water tank as identified;</p> <p>B. Approve this particular artwork and endorse Mr Eyles to commence work on mural installation;</p> <p>C. Support Mr Eyles to secure additional grant funding if required to expand the project; and</p> <p>D. Request Arts and Culture committee to investigate opportunities to create arts for SMRC region.</p> | Community Development Planner | 03/06/2020 – MA: Mr Eyles has been connected with the Water and Wastewater team at Council to discuss installation. Mr Eyles will wait for the grant funding to come through to him before proceeding with the mural. | 30/06/2020 | N |
| 691 | 21 May 2020 | 97/20 | 9.1.10 | <p>Follow up Request for Sponsorship - Torah Bright Statue</p> <p>That Council</p> <p>A. Refer the matter to the arts and cultural committee for the</p> | Manager Corporate Projects | 01/06/2020 – GH: Referred to Arts and Cultural Committee for fund raising options. Timing limited for this option as Organisers have asked for \$15K / 50% deposit in the coming month. | 31/07/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | development of a fund raising programme for a statue to commemorate Torah Bright, and B. Determine to provide matching funding to 30 cents for every dollar raised. | | | | |
| 692 | 21 May 2020 | 98/20 | 9.1.1 | <p>Community Services Advisory Committee Charter</p> <p>That Council</p> <p>A. Adopt the Community Services Advisory Committee Charter;</p> <p>B. The current members of the Community Services Advisory Committee continue for the term of the committee; and</p> <p>C. Any vacancies that arise on the committee be filled in accordance with the procedure outlined in the Community Services Advisory Committee Charter.</p> | Manager Community Services, Community Support Services & Aged Care | 01/06/2020 – BP: Complete. | | Y |
| 693 | 21 May 2020 | 99/20 | 9.1.12 | <p>Minutes - Community Services Advisory Committee 16 March 2020</p> <p>That Council receive and note the draft Minutes of the Community</p> | Executive Assistant (Strategy) | 27/05/2020 – AS: No further action required. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|------------------------------|--|---------------------------|-----------|
| | | | | Services Advisory Committee meeting held on 16 March 2020. | | | | |
| 694 | 21 May 2020 | 100/20 | 9.2.1 | <p>Granite Hills Windfarm Community Consultative Committee (CCC) Update</p> <p>That Council receive and note this report regarding the proposed Granite Hills Windfarm.</p> | Economic Development Officer | 27/05/2020 – AS: No further action required. | | Y |
| 695 | 21 May 2020 | 101/20 | 9.2.2 | <p>CMCA RV Park – Cooma</p> <p>That Council</p> <p>A. Agree with the terms outlined in the draft Memorandum of Understanding, and</p> <p>B. Authorise the CEO to execute the Memorandum of Understanding.</p> | Manager Corporate Projects | 01/06/2020 – GH: Refers action history on No. 251. | | Y |
| 696 | 21 May 2020 | 102/20 | 9.3.1 | <p>Design for truck Parking Area at Adaminaby</p> <p>That Council</p> <p>A. Agrees to proceed with further investigative works and to seek endorsement from Transport for New South Wales for the proposed design;</p> <p>B. Allocates \$50,000 for investigation and assessment from internal</p> | Manager Corporate Projects | 04/06/2020 – DR: The project has been included within the work schedule to be actioned. | 30/06/2020 | n |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--|--|---|---------------------------|-----------|
| | | | | reserves for the 2020/2021 financial year; C. That the project be included in the listing of projects for consideration for grant applications; and D. Approach Snowy hydro or Future Gen for funding towards the project | | | | |
| 697 | 21 May 2020 | 103/20 | 9.3.2 | Delegate River Bridge Repair and Upgrade That Council A. Accept the tender from Timber Restoration Systems for Tender 024/2020 (Tender Number VP 179404), and B. Approve adjustments to the 2020/21 budget to include \$100,000 from the 2020/21 Regional Road Repair Program, \$100,000 from the 2020/21 Regional Road Block Grant, plus \$150,000 from the 2020/21 Road to Recovery Program to fund the completion of the planned bridge repair and upgrade. | Acting Group Manager Transport & Infrastructure | 29/05/2020 – GS: No further action required. | | Y |
| 698 | 21 May 2020 | Nil. | 9.3.3 | Deferred Item 7.3 from Local Traffic Committee meeting 26 March 2020. That Item 7.3 of the Local Traffic | Road Safety Officer | 01/06/2020 – GH Complete. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|---|---|---------------------------|-----------|
| | | | | Committee meeting of 26 th March 2020, be received and noted. | | 27/05/2020 – AS: Report was withdrawn from the 21 May 2020 Council Meeting agenda. | | |
| 699 | 21 May 2020 | 104/20 | 9.3.4 | Ryrie Street Crossing Flood Analysis That Council receive and note the Michelago Ryrie Street Flood Impact Assessment and place option 5 on a listing of projects to be considered for future grant funding. | Design Engineer | 01/06/2020 – WW: Noted and listed for future funding. | | Y |
| 700 | 21 May 2020 | Nil. | 9.4.1 | Changes to Councils Code of Meeting Practice That Council adopt the updated Code of Meeting Practice. REPORT DEFERRED. | Secretary Council & Committees | 27/04/2020 – AS: Item has been deferred to the 18 June 2020 Council meeting. | | |
| 701 | 21 May 2020 | 105/20 | 9.4.2 | Minutes of Waste Management Committee Meeting held on 27 February 2020 and 14 April 2020 That Council A. Receive and note the Minutes of the Waste Management Committee held on 27 February 2020; and, B. Receive and note the Minutes of the Waste Management Committee held on 14 April | Resource & Waste Administration Officer | 27/05/2020 – AS: No further action required. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| | | | | 2020 | | | | |
| 702 | 21 May 2020 | Nil. | 9.4.3 | <p>Deed of Indemnity - Snowy Hydro - Construction of Toilets at Jindabyne Boat Ramp</p> <p>That Council</p> <p>A. Authorise the CEO to execute the Deed of Indemnity on behalf of Council; and</p> <p>B. Ensure that Council's Insurers agree to the Deed of Indemnity prior to execution</p> | Land & Property Officer | 27/05/2020 – AS: Report was withdrawn from the 21 May 2020 Council Meeting agenda. | | Y |
| 703 | 21 May 2020 | 106/20 | 9.4.4 | <p>Establishing a Policy to Govern the Appointment of an Acting Chief Executive Officer</p> <p>That Council</p> <p>A. Appoint the holder of the following positions to act in the position of Chief Executive Officer where the Chief Executive Officer is unavailable and no person has been otherwise appointed to the position for that period:</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor and Councillors | 29/05/2020 – SC: Noted. Item complete. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|--------------------------------|---|---------------------------|-----------|
| | | | | <ul style="list-style-type: none"> (i) The Chief Strategy Officer and if that person is not available, (ii) The Chief Operating Officer and if that person is not available, (iii) The Chief Finance Officer and if that person is not available, (iv) The Chief Workforce Officer and if that person is not available, (v) The Chief Communications Officer | | | | |
| 704 | 21 May 2020 | 107/20 | 9.4.5 | <p>Answers to Questions With Notice</p> <p>That Council receive and note the Councillor Questions In Progress report for the period ended April 2020.</p> | Secretary Council & Committees | 27/05/2020 – AS: No further action required. | | Y |
| 705 | 21 May 2020 | 108/20 | 9.4.6 | <p>Resolution Action Sheet Update</p> <p>That Council receive and note the In Progress Resolution Action Sheet Update for the period ending April 2020.</p> | Secretary Council & Committees | 27/05/2020 – AS: No further action required. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
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| 706 | 21 May 2020 | 109/20 | 9.4.7 | <p>Quarterly Budget Review Statement (QBR) to March 2020</p> <p>That Council</p> <p>A. Receive the quarterly budget review statement (QBR) for the period ended 31 March 2020.</p> <p>B. Authorise the adjustments to the Council's budgeted Income & Expenditure, Capital Expenditure and Cash & Investments as shown in the QBR.</p> | Management Accountant | 03/06/2020 – MP: Budget adjustments posted on 22 May 2020. | | Y |
| 707 | 21 May 2020 | 110/20 | 9.4.8 | <p>NSW Independent Bushfire Inquiry Submission</p> <p>That Council endorse the draft submission, as amended, to the NSW Independent Bushfire Inquiry and authorise the Chief Executive Officer to formally lodge it on behalf of Council.</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor and Councillors | 29/05/2020 – SC: Submission lodged 22 May 20. | | Y |
| 708 | 21 May 2020 | 111/20 | 9.4.9 | <p>Membership of Elysian Windfarm Community Consultative Committee</p> <p>That Council nominate Councillor Stewart be Council's representative on the Elysian Wind Farm Community Consultative Committee.</p> | Chief Executive Officer / Executive Assistant to Chief Executive Officer, Mayor | 29/05/2020 – SC: Nomination sent to Committee Chair. | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|--|--|---|---------------------------|-----------|
| | | | | | and Councillors | | | |
| 709 | 21 May 2020 | 112/20 | 9.4.10 | <p>Grants Applications - Activity Synopsis as at 30th April 2020</p> <p>That Council receive and note the information related to grants activity for the quarter ending 31 March 2020, and the month of April 2020.</p> | Grants Officer | 27/05/2020 – AS: No further action required. | | Y |
| 710 | 21 May 2020 | 113/20 | 9.4.11 | <p>Bushfire Recovery Update</p> <p>That Council receive and note the Bushfire Recovery Update.</p> | Local Recovery Officer | 27/05/2020 – AS: No further action required. | | Y |
| 711 | 21 May 2020 | 114/20 | 10.1 | <p>Legal and Practical Access</p> <p>That Council</p> <p>A. Posts on the Home Page of SMRC Website in a prominent position, and on all Rates notices, the following advice: "SMRC Council alerts purchasers of land or property in SMRC region, be it for residential purposes or otherwise, that Legal and Practical Access to the purchased land is the responsibility of the</p> | Chief Strategy Officer Chief Communications Officer | <p>04/06/2020 – DR: The layout of the rate notices and instalment notices is currently under review with Council's mailing house. Council have notified the printing house of the requirement to include this wording in a prominent position on the front of the notice. Proofs will be reviewed in July prior to issuing of the 2020/21 rates notices.</p> <p>The information is on the Home Page of Council's Website.</p> | 30/06/2020 | N |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|----------------------------------|---|---------------------------|-----------|
| | | | | <p>purchaser” and</p> <p>B. That Council action this Motion within 21 days of today’s date.</p> | | <p>04/06/2020 – GW: The information is on permanent rotation in information slides displayed at the top of SMRC webpage. Information has also been posted on the Rates and Development Pages on SMRC website.</p> | | |
| 712 | 21 May 2020 | 116/20 | 13.1 | <p>Clarification and Update on Cmnt Matter</p> <p>That Council receive and note the status of “Cmnt” legal matters</p> | Coordinator Strategy Development | <p>27/05/2020 – AS: No further action required.</p> | | Y |
| 713 | 21 May 2020 | 117/20 | 13.2 | <p>Option to purchase land – Jindabyne</p> <p>That Council notify Housing and Property NSW of its interest in acquiring the property.</p> | Chief Operating Officer | <p>02/06/2020 – JM: Housing and property NSW notified of Council’s interest in acquiring the property.</p> | | Y |
| 714 | 21 May 2020 | 118/20 | 13.3 | <p>Legal Actions and Potential Claims Against SMRC as at 30 April 2020</p> <p>That Council receive and note the information in the Legal Actions and Potential Claims Against SMRC as at 30 April 2020 report.</p> | Executive Assistant (Strategy) | <p>27/05/2020 – AS: No further action required.</p> | | Y |

| No. | Meeting Date | Res. No | Item No. | Action | R/Officer | Progress | Estimated Completion Date | Compl Y/N |
|-----|--------------|---------|----------|---|----------------------------------|--|---------------------------|-----------|
| 715 | 21 May 2020 | 119/20 | 13.4 | <p>Judgment of Court of Criminal Appeal on Tropic Asphalts case</p> <p>That Council</p> <p>A. Get report on the costing; B. Report from staff on the progress of the case; C. Proceed with the case; and D. Receive and note the information in the report on the Court of Criminal Appeal's judgment in the Tropic case.</p> | Coordinator Economic Development | 03/06/2020 – MA: Proceeding with the case and further report(s) with requested details will be provided to future Council meeting(s). | Ongoing | N |
| 716 | 21 May 2020 | 120/20 | 13.6 | <p>Additional Information - Delegate Bridge Repairs Tender</p> <p>That Council receive and note the information in the report on the tender for the repairs to the Delegate River bridge.</p> | Chief Operating Officer | 27/05/2020 – AS: No further action required. | | Y |

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: | Nil |
| 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

Mayoral Fund

The Mayoral Bushfire Relief Fund has closed, the Committee has met and the applications approved.

The Recovery Team contacted each applicant to confirm the grant and cross check bank details. These have now been processed and funds received.

The Mayoral Bushfire Relief Fund was very well received by the community who expressed their thanks many times in discussions with the Recovery Team.

There has been one additional late application. This was investigated thoroughly by the Recovery Team. It was a genuine application that was incorrectly sent by the land holder due to technology issues at their end. The application was for fencing support for \$5,000.00

This was approved by the committee notwithstanding that the application was received after the close date. Budget is available and the application is being processed.

The Mayoral Bushfire Relief Fund has now closed and funds distributed.

Bushfire Clean up - Laing O'Rourke head contractor has communicated directly with Residents who have registered with Service NSW for the clean-up. This is an opt in program.

The Recovery Team have worked with Service NSW & Laing O'Rourke to cross check data to ensure as far as possible resident contact details are correct and those who should have registered have been noted.

Laing O'Rourke have advised

- all contact calls have been completed
- all late registrations will be contacted and site visits undertaken by weekending 12 June 2020
- there are 4 properties currently under review with the Recovery Team to contact owners
- site works have commenced in the Bumbalong / Michelago area. Additional site works are commencing shortly in the Rockton & surrounds and Adaminaby & surrounds. Feedback from land holders has been positive.

The Recovery Team is working closely with the Red Cross and Salvation Army Chaplains to provide support to land holders during this clean up. This can be an emotional time.

Blaze Aid

Bredbo

This camp has now relocated to Numeralla. There are 12 volunteers however they continue to do their best. The number of volunteers has fallen due to COVID -19. The camp is working well with land holders who are very happy with the support.

The camp will be closing 26 June 2020.

The Camp Coordinator is confident that all properties registered with Blaze Aid will have been completed by this date. The local RFS is providing assistance where possible with clearing of trees and fence lines.

Final numbers will be reported as at 26 June 2020.

Bombala

This camp continues at the Bombala Showground with 27 volunteers. These numbers will be increasing with travel restrictions being eased. Appropriate COVID-19 protocols are in place. Meetings have been held with the Bombala Police, SMRC and Camp Coordinators to ensure all protocols are being complied with.

Bombala camp will continue through winter.

SMRC Recovery Committee

Work continues with the Sub Committees with the development and implementation of action plans. Currently working with Teena Patterson Grants Officer to implement the 7 approved projects with funding allocation from the Bushfire Community Resilience & Economic Recovery Fund Application – Phase 1.

Changing model of community engagement

With COVID – 19 restrictions the Recovery team has been making phone calls and engaging with the community on a one to one basis. Community members have valued the contact from Council. The Recovery Team is now working through how best to engage with the community with COVID-appropriate community outreach programs.

This new engagement and ongoing engagement model now covers dedicated social media pages, webinars, videos, email distribution, 2MNO radio segments weekly, ABC South East interviews, and comments in Mayoral Column. This will continue.

Social media, Webinar & video

- Bushfire Recovery Facebook Group is progressing well. Membership is increasing. We continue to share post with Notice Boards in Adaminaby, Bumbalong, Bredbo, Bombala, Cooma, Delegate, Jindabyne, Thredbo
- To date over 40 relevant posts have been made
- Community Meeting Webinars have been held
 1. Wednesday 13th May 2020 5.30 pm on the topic – Supporting Our Neighbours Fencing Program. Council hosted the webinar supported by a panel of speakers from Local Land Services, National Parks and State Forests
 2. Thursday 28th May 2020 5.30 pm on the topic – Bushfire Clean up. Council hosted the webinar supported by Laing O’Rourke and the Salvation Army
- Information videos have been recorded and posted on the Bushfire Recovery Facebook Group page
 1. Interview with Rural Financial Counselling Service, Louise Fletcher on grants and services available to land holders
 2. Jennie Keioskie from the Rural Adversity Mental Health on the topic How Stress Can Impact Decision Making

Email Distribution lists

We now have the following contacts who distribute SMRC Newsletters and information to their contact lists.

- 8 x Chambers of Commerce
- 13 x Progress Association
- 10 x Service & Other Clubs
- 9 x CWA
- 5 x Show Societies
- 7 x Livestock Property Agents/Rural Suppliers
- 52 x RFS

2MNO – Community Radio

- 5 segments have been recorded
 - 4 segments have been to air at the time of this report
-

- This is scheduled for 9.25am each Thursday
- All segments are then posted to social media
- Each week will be a different topic and will cover agencies that are able to provide support as well as Health & Well Being topics.

Newsletters

These are scheduled fortnightly and are well received.

Assistant Recovery Officers continue to deal directly with enquiries that come to Council. This continues to be well received by the Community

Robin Guthrie: Bombala & Surrounds

Tracy Crompton: Adaminaby / Numeralla/ Bredbo and surrounds

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

| Recommended | Budget | Adjustments | Balance | Actual |
|--|----------------|-------------|----------------|--------------|
| Recovery Centre and support | \$310,000.00 | \$34,481.00 | \$275,519.00 | \$0.00 |
| Mayoral Fund | \$475,000.00 | | \$475,000.00 | \$475,000.00 |
| Add waste Budget Mayoral Fund | \$5,850.00 | | \$5,850.00 | \$5,850.00 |
| Add Mayoral Fund Shortfall for oversubscription | | | \$99,481.00 | \$99,480.00 |
| Financial advisory service for business | \$80,000.00 | \$15,000.00 | \$65,000.00 | \$0.00 |
| Research on economic impacts and effective support | \$50,000.00 | \$15,000.00 | \$35,000.00 | \$0.00 |
| Economic support programs | \$240,000.00 | \$35,000.00 | \$205,000.00 | \$0.00 |
| Improved fire resilience on Council Facilities | \$50,000.00 | | \$50,000.00 | \$0.00 |
| Wildlife Rescue Support | \$20,000.00 | | \$20,000.00 | \$0.00 |
| Total expenditure | | | | \$580,330.00 |
| Initial Funding Grant \$1,225 plus \$5850 Waste | \$1,230,850.00 | | | |
| | | | | |
| Balance available | \$1,230,850.00 | \$99,481.00 | \$1,230,850.00 | \$580,330.00 |

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.

9.4.6 BUSHFIRE RECOVERY UPDATE

9.4.7 ADOPTION OF THE DRAFT 2021 OPERATIONAL PLAN AND 2021 SCHEDULE OF FEES AND CHARGES.

Record No:

| | |
|------------------------------|--|
| Responsible Officer: | Chief Strategy Officer |
| Author: | Manager Corporate Governance |
| 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: | <ol style="list-style-type: none">1. Attachment 1 - External Submissions (<i>Under Separate Cover</i>)2. Attachment 2 - Submission Responses (<i>Under Separate Cover</i>)3. Attachment 3 - Revised Operational Plan (<i>Under Separate Cover</i>)4. Attachment 4 - Fees and Charges for Financial year 20/21 (<i>Under Separate Cover</i>)5. Attachment 5 - Statement of Revenue Policy (<i>Under Separate Cover</i>) |
| Cost Centre | |
| Project | Integrated planning and Reporting |

EXECUTIVE SUMMARY

The Draft 2021 Operational Plan and associated documents were on public exhibition from 24 April to 24 May 2020.

There is no clear theme, other than a desire for a higher level of service to be provided. As Council is operating with a significant deficit any increase to service levels without an offsetting reduction moves forward the timing when an above rate peg increase will be required. Adding requests for increased services will also increase the extent of rate increase the council needs to put into place in the next couple of years, by adding new costs on top of the existing deficit.

THE FOLLOWING OFFICER'S RECOMMENDATION IS SUBMITTED FOR COUNCIL'S CONSIDERATION.OFFICER'S RECOMMENDATION

That Council

- A. Adopt the 2021 Operational Plan and budget as amended, in accordance with sections 402-406 of the *Local Government Act 1993*; and
- B. Adopt the Draft *2021 Schedule of Fees and Charges*, in accordance with section 608 of the *Local Government Act 1993*.
- C. Place the revised fees for:
 - (a) Section 10.7(2) certificate, 24 hour fast track fee, and
 - (b) Hire of commercial skip bins on public exhibition.

BACKGROUND

This report outlines the consultation and engagement activities undertaken during the public exhibition of the *Draft 2021 Operational Plan* and *Draft 2021 Schedule of Fees and Charges* and details the submissions and feedback provided. It also recommends changes to be made to the key Integrated Planning and Reporting (IPR) documents following consideration of this feedback.

Public Exhibition

The consultation and engagement process conducted from 24 April - 24 May 2020 utilised a range of different approaches in an effort to reach a broad cross section of the community and within available resources. Members of the community read the documents either online via Council's website and Your Say. Community feedback was both informal and formal through a written submission process or over the phone.

Announcements were made on social media, in the local papers and on the local radio stations during the exhibition period.

Submissions and Feedback

Public Submissions

10 public submissions and 1 submission from a councillor were received during the public exhibition period. These are included as Attachment 1 – External IPR Submissions. Personal identifying information contained in the attachment has been redacted.

While this represents only a small portion of the broader community, it provides Council with the opportunity to review external input into the planned actions of the Council.

The submission have been considers and commentary is provided in Attachment 2 – Submission responses.

Internal Review and Corrections

While the document was on public exhibition staff identified some information that had been omitted or required correction. Corrections have subsequently been made to the relevant documents.

A number of these proposed amendments will result in no negative impact or disadvantage to any member or group in the community. As such, it is considered unnecessary to re-exhibit the documents.

A summary of the recommended changes to the *Draft 2021 Schedule of Fees and Charges* seen as not requiring public exhibition is outlined in the table below.

| Fee Name | 2019/2020 Fee (incl. GST) | 2020/2021 Fee (incl. GST) | Change |
|-------------------------|---------------------------------|---------------------------------|---|
| Section 150 Certificate | \$53.00 | \$53.00 | Name change to Section 10.8 Certificate as per statutory change |

9.4.7 ADOPTION OF THE DRAFT 2021 OPERATIONAL PLAN AND 2021 SCHEDULE OF FEES AND CHARGES.

| Fee Name | 2019/2020 Fee (incl. GST) | 2020/2021 Fee (incl. GST) | Change |
|--|------------------------------|------------------------------|--|
| Construction Certificate - \$300,001 to \$400,000 | New Fee 2020/2021 | \$1,635.00 | Fee unit "per application" added |
| Construction Certificate - \$401,000 to \$500,000 | New Fee 2020/2021 | \$1,853.00 | Fee unit "per application" added |
| Construction Certificate - \$501,000 to \$1,000,000 | New Fee 2020/2021 | \$2,528.00 | Fee unit "per application" added |
| Construction Certificate - \$1,000,000 or more | New Fee 2020/2021 | \$2,528.00 | Fee unit "per application" added |
| S.68 Part A1 - Structure Approval Fees for Manufactured Dwellings - \$200,001 to \$300,000 | New Fee 2020/2021 | \$1,417.00 | Changed from \$1,635 to \$1,417 - input error |
| S.68 Part A1 - Structure Approval Fees for Manufactured Dwellings - \$300,001 to \$400,000 | New Fee 2020/2021 | \$1,635.00 | Fee unit "per application" added |
| S.68 Part A1 - Structure Approval Fees for Manufactured Dwellings - \$400,001 to \$500,000 | New Fee 2020/2021 | \$1,853.00 | Fee unit "per application" added |
| S.68 Part A1 - Structure Approval Fees for Manufactured Dwellings - \$501,001 to \$1,000,000 | New Fee 2020/2021 | \$2,528.00 | Fee unit "per application" added |
| S.68 Part A1 - Structure Approval Fees for Manufactured Dwellings - \$1,000,000 or more | New Fee 2020/2021 | \$2,529.00 | Fee unit "per application" added |
| Camping & Caravan Parks - Washing Machine Use | \$3.00 | \$3.00 | Changed from \$4 to \$3 to match coin requirements |
| Development Engineering Specifications - Design and Construction | \$284.00 | \$120.00 | Reduce from \$284 to \$120 and change description to include "for hard copy only. An electronic version can be obtained free of charge of the standards via Council webpage" |

Some changes which were identified as having a potential negative impact are to be placed on public exhibition in accordance with legislative requirements. These will come back to Council for consideration after the public exhibition period has closed.

| Fee Name | 2019/2020 Fee (incl. GST) | 2020/2021 Fee (incl. GST) | Change |
|--|------------------------------|------------------------------|--|
| Section 10.7(2) Certificate – 24 hour Fast Track Fee | \$121.00 | \$124.00 | Fee unit changed from per certificate to per lot |

9.4.7 ADOPTION OF THE DRAFT 2021 OPERATIONAL PLAN AND 2021 SCHEDULE OF FEES AND CHARGES.

| Fee Name | 2019/2020 Fee (incl. GST) | 2020/2021 Fee (incl. GST) | Change |
|--|---------------------------------|---------------------------------|--|
| Hire of Garbage Skips Commercial Collections - Cooma Commercial Customers Only (Heading) | N/A | N/A | Removed the word "Cooma" as this relates to all Commercial Customers |
| Camping & Caravan Parks - Clothes Dryer Use | \$3.00 | \$4.00 | Changed from \$3 to \$4 to match coin requirements |

QUADRUPLE BOTTOM LINE REPORTING

1. Social

The *2021 Operational Plan* depicts Council's revenue and expenditure levels reflecting the actions and outcomes contained within the *Delivery Program*.

2. Environmental

There are no perceived environmental impacts as a result of the preparation of this report.

3. Economic

The *2021 Operational Plan* incorporates the *2021 Revenue Policy*, along with the *2021 Schedule of Fees and Charges*. These documents include a range of initiatives to be undertaken during 2021 that encourage regional economic growth.

Council is in a poor financial situation, not raising sufficient income to sustainably provide the current level of service. Increasing the level of service or reducing the direct contribution to services will require funding. In general there is not a desire to reduce service levels, this means that increased revenue from rates would be required.

The levels of service and annualised cost of including the requests would exceed a 10% increase in rates. Below are some indication of how adding items into the service mix rapidly escalates the level of rates being required to be raised. Most estimates are very broad based without a high level of scoping and should be seen as indicative.

| Operating | Amount | Rate Increase |
|---|----------------------|---------------|
| Swimming Pool Entry Fee Reduction | \$ 120,000.00 | 0.71% |
| Stormwater system maintenance | \$ 100,000.00 | 0.60% |
| Increased Funding Biodiversity | \$ 296,000.00 | 1.76% |
| Increased development compliance | \$ 150,000.00 | 0.89% |
| Lake Jindabyne water testing | \$ 26,000.00 | 0.15% |
| Native Vegetation Officer | \$ 180,000.00 | 1.07% |
| Increased park maintenance East Jindabyne | \$ 112,320.00 | 0.67% |
| | | |
| Total | \$ 984,320.00 | 5.86% |

9.4.7 ADOPTION OF THE DRAFT 2021 OPERATIONAL PLAN AND 2021 SCHEDULE OF FEES AND CHARGES.

| Capital | Cost | Lifespan | Mtce | Impact | Rate Increase |
|---|------------------------|-----------------|---------------------|---------------|----------------------|
| Shared trails | \$ 1,888,000.00 | 20 | \$ 16,000.00 | \$110,400.00 | 0.66% |
| Jerrara Drive Upgrades | \$ 2,600,000.00 | 50 | \$ 39,000.00 | \$ 91,000.00 | 0.54% |
| North Ridge | \$ 50,000.00 | 10 | \$ 1,000.00 | \$ 6,000.00 | 0.04% |
| Tourism Sign - Correction Museum | \$ 100,000.00 | 10 | \$ 2,000.00 | \$ 12,000.00 | 0.07% |
| Female Changing Rooms - Jindabyne Oval | \$ 800,000.00 | 40 | \$ 20,000.00 | \$ 40,000.00 | 0.24% |
| Map critically endangered communities | \$ 200,000.00 | 5 | | \$ 40,000.00 | 0.24% |
| Footpaths - East Jindabyne (5km) | \$ 2,500,000.00 | 25 | \$ 25,000.00 | \$125,000.00 | 0.74% |
| Rapid harmonisation of policy, etc | \$ 100,000.00 | 3 | | \$ 33,333.33 | 0.20% |
| Retirement Options Investigation - Jindabyne | \$ 20,000.00 | 3 | | \$ 6,666.67 | 0.04% |
| Increased landholdings - Jindabyne | \$ 500,000.00 | 20 | \$ 10,000.00 | \$ 35,000.00 | 0.21% |
| Nimmitabel Hall - Disability Access | \$ 200,000.00 | 25 | \$ 5,000.00 | \$ 13,000.00 | 0.08% |
| Total | \$ 8,958,000.00 | | \$118,000.00 | | 3.05% |
| Plus loan funding Interest | \$ 358,320.00 | | | | 2.13% |
| Total Rate Increase Required | | | | | 5.18% |

4. Civic Leadership

The *2021 Operational Plan* sets actions for the coming year based on the community's aspirations as defined in Council's Community Strategic Plan, *Snowy Monaro 2040*.

9.4.8 MAKING OF THE 2020/21 ANNUAL RATES AND CHARGES

Record No:

| | |
|-----------------------------------|--|
| Responsible Officer: | Chief Strategy Officer |
| Authors: | Manager Finance Finance Accountant |
| Key Theme: | 4. Leadership Outcomes |
| CSP Community Strategy: | 11.1 Public services and processes are delivered reliably and efficiently in response to community needs |
| Delivery Program Objectives: | 11.1.3 Rates, Fees and Charges are rationalised to support community needs and services |
| Attachments: | 1. Land Revaluation - 2020-2021 Ratepayer Impact Analysis 2. Office of Local Government Circulars - Related Legislative Changes |
| Cost Centre | 4010 |
| Project | 2021 Annual Rates and Charges |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

The Minister for Local Government has approved the rate pegging increase of 2.6% for 2020/21. It is recognised that the COVID-19 pandemic has caused an exceptional set of circumstances with unprecedented impacts however it is recommended the 2.6% rate peg is applied in full. New legislation has been introduced to allow Council more flexibility with applying its rates and annual charges. This includes the ability to immediately waive or reduce fees under a new COVID-19 category included in the attached Office of Local Government Circulars. Any reduction to rates and annual charges should be applied specifically to ratepayers facing genuine financial hardship and not as a blanket approach across all ratepayers.

In making the rates and annual charges for 2020/21, Council is required to apply the NSW Valuer General's land values as a 1 July 2019. The attached impact analysis highlights significant changes to rates payable for some ratepayers compared to the prior year due to valuation shifts within each rating category. Council staff will be engaging with the community about the changes focusing on ratepayers with significant increases to ensure they are contacted prior to receiving their rates notice in late July.

Annual Charges for Waste, Onsite Sewage Management and Liquid Trade Waste will be levied on the Rates Notice.

Annual Charges for Water Access and Sewer Access will be charged through the issue of Water Notices on a Tri-annual basis to align with the implementation of Council's new Corporate Information System and comply with best-practice management of water supply and sewerage guidelines. A communication strategy is in progress to manage this change. It will be significant for the former Cooma-Monaro and Bombala Council residents who are use to these access charges appearing on their Rates Notice.

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

OFFICER'S RECOMMENDATION

That Council approves the making of the rates and charges separately for each category and sub-category in accordance with the approval of increased minimum rates by the Minister for Local Government.

Making of the Levy of Ordinary Rates for the Bombala Region

- A. For the year 2020/21, in accordance with Section 515 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.004669** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$613.68** per assessment being 63.25% of the total amount payable on all rateable land categorised as Farmland. This rate is to be named **Farmland**.
- B. For the year 2020/21, in accordance with Section 516 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.015628** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$613.68** per assessment being 17.69% of the total amount payable on all rateable land categorised as Residential Bombala. This rate is to be named **Residential Bombala**.
- C. For the year 2020/21, in accordance with Section 518 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.022112** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$613.68** per assessment being 3.96% of the total amount payable on all rateable land categorised as Business Bombala. This rate is to be named **Business Bombala**.
- D. For the year 2020/21, in accordance with Section 516 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.00964** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$451.10** per assessment being 1.78% of the total amount payable on all rateable land categorised as Residential Village. This rate is to be named **Residential Village**.
- E. For the year 2020/21, in accordance with Section 516 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.001963** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$451.10** per assessment being 2.91% of the total amount payable on all rateable land categorised as Residential Delegate. This rate is to be named **Residential Delegate**.
- F. For the year 2020/21, in accordance with Section 516 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.005726** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$613.68** per assessment being 7.75% of the total amount payable on all rateable land categorised as Residential General. This rate is to be named **Residential General**.
- G. For the year 2020/21, in accordance with Section 518 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.006712** rate in the dollar on the land value. In

accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$466.62** per assessment being 0.33% of the total amount payable on all rateable land categorised as Business Delegate. This rate is to be named **Business Delegate**.

- H. For the year 2020/21, in accordance with Section 518 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.011453** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$613.68** per assessment being 2.26% of the total amount payable on all rateable land categorised as Business Other. This rate is to be named **Business Other**.
- I. For the year 2020/21, in accordance with Section 517 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.0022112** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$613.68** per assessment being 0% of the total amount payable on all rateable land categorised as Mining Ordinary. This rate is to be named **Mining Ordinary**.
- J. For the year 2020/21, in accordance with Section 518 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.004511** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$613.68** per assessment being 0.04% of the total amount payable on all rateable land categorised as Business – Golf Estate Bombala. This rate is to be named **Business – Golf Estate Bombala**.
- K. For the year 2020/21, in accordance with Section 518 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.004346** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$613.68** per assessment being 0.03% of the total amount payable on all rateable land categorised as Business – Golf Estate Delegate. This rate is to be named **Business – Golf Estate Delegate**.

Making of the Levy of Ordinary Rates for the Cooma Region

- L. For the year 2020/21, in accordance with Section 516 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.004572** rate in the dollar on the land value. In accordance with Section 499 of the *Local Government Act 1993*, Council make a **base amount of \$233.90** per assessment being 19.35% of the total amount payable on all rateable land categorised as Residential. This rate is to be named **Residential**.
- M. For the year 2020/21, in accordance with Section 516 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.005846** rate in the dollar on the land value. In accordance with Section 499 of the *Local Government Act 1993*, Council make a **base amount of \$411.40** per assessment being 37.00% of the total amount payable on all rateable land categorised as Residential Cooma. This rate is to be named **Residential Cooma**.
- N. For the year 2020/21, in accordance with Section 515 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.00251** rate in the dollar on the land value. In accordance with Section 499 of the *Local Government Act 1993*, Council make a **base amount of \$579.70** per assessment being 27% of the total amount payable on all rateable land categorised as

Farmland. This rate is to be named **Farmland**.

- O. For the year 2020/21, in accordance with Section 518 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.00423** rate in the dollar on the land value. In accordance with Section 499 of the *Local Government Act 1993*, Council make a **base amount of \$233.90** per assessment being 0.65% of the total amount payable on all rateable land categorised as Business. This rate is to be named **Business**.
- P. For the year 2020/21, in accordance with Section 518 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.012864** rate in the dollar on the land value. In accordance with Section 499 of the *Local Government Act 1993*, Council make a **base amount of \$437.05** per assessment being 16% of the total amount payable on all rateable land categorised as Business Cooma. This rate is to be named **Business Cooma**.
- Q. For the year 2020/21, in accordance with Section 517 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.00423** rate in the dollar on the land value. In accordance with Section 499 of the *Local Government Act 1993*, Council make a **base amount of \$233.90** per assessment being 0% of the total amount payable on all rateable land categorised as Mining. This rate is to be named **Mining**.
- R. For the year 2020/21, in accordance with Section 517 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.012864** rate in the dollar on the land value. In accordance with Section 499 of the *Local Government Act 1993*, Council make a **base amount of \$437.05** per assessment being 0% of the total amount payable on all rateable land categorised as Mining **Metalliferous**. This rate is to be named **Mining Metalliferous**.

Making of the Levy of Ordinary Rates for the Snowy-River Region

- S. For the year 2020/21, in accordance with Section 516 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.002929** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$600.28** per assessment being 48.78% of the total amount payable on all rateable land categorised as Residential. This rate is to be named **Residential**.
- T. For the year 2020/21, in accordance with Section 516 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.004364** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$600.28** per assessment being 8.58% of the total amount payable on all rateable land categorised as Residential Rural. This rate is to be named **Residential Rural**.
- U. For the year 2020/21, in accordance with Section 518 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.007535** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$600.28** per assessment being 10.61% of the total amount payable on all rateable land categorised as Business. This rate is to be named **Business**.
- V. For the year 2020/21, in accordance with Section 518 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.007769** rate in the dollar on the land value. In

accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$600.28** per assessment being 6.83% of the total amount payable on all rateable land categorised as Business Electricity Generation. This rate is to be named **Business Electricity Generation**.

- W. For the year 2020/21, in accordance with Section 515 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.003811** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$600.28** per assessment being 25.20% of the total amount payable on all rateable land categorised as Farmland. This rate is to be named **Farmland**.
- X. For the year 2020/21, In accordance with Section 517 of the *Local Government Act 1993*, Council make an Ordinary Rate of **0.007535** rate in the dollar on the land value. In accordance with Section 548 of the *Local Government Act 1993*, Council make a **minimum amount of \$600.28** per assessment being 0% of the total amount payable on all rateable land categorised as Mining. This rate is to be named **Mining**.
- Y. Council resolves that for the year 2020/21, the minimum allowable interest payable on overdue rates and charges for the period 1 July 2020 to 31 December 2020 (inclusive) will be **0.00% per annum** and that the maximum rate of interest payable on overdue rates and charges for the period 1 January 2021 to 30 June 2021 (inclusive) will be **7.00% per annum**.

Levy of Rates

- Z. That the rates as made be levied for the 2020/21 year by service of a Rates and Charges Notice pursuant to section 546 of the *Local Government Act 1993*.

ANNUAL CHARGES

Waste Management

That in accordance with Section 496, Section 501 and Section 502 of the *Local Government Act 1993*, Council make an Annual Charge for Waste Management Services.

| | |
|---|----------|
| Waste Management Charge | \$124.00 |
| Domestic Waste Collection Service | \$257.00 |
| Domestic Waste Collection – Upsize to 240L Bin from 120L Bin | \$154.00 |
| Domestic Recycling Collection Service | \$122.00 |
| Domestic Food and Garden Organic Collection Charge (Cooma-Monaro Region ONLY) | \$56.00 |
| Domestic Waste Vacant Land Charge | \$20.00 |
| Change over Domestic Bin Charge (per event) | \$35.00 |
| Bank of Bins Charge | \$250.00 |
| Wheel Out/Wheel In Service | \$888.00 |

9.4.8 MAKING OF THE 2020/21 ANNUAL RATES AND CHARGES

| | |
|--|--------------------|
| Commercial Waste Management | |
| Adaminaby/Bredbo/Bombala/Delegate/Nimmitabel/ Michelago Areas (If Kerbside Collection Services are provided) | |
| 240L Bin | \$457.00 |
| 360L Bin | \$680.00 |
| All other areas | Per fees & charges |
| Commercial Recycling Management | |
| Adaminaby/Bredbo/Bombala/Delegate/Nimmitabel/ Michelago Areas (If Kerbside Collection Services are provided) | \$255.00 |
| All other areas | Per fees & charges |
| Commercial Food and Garden Organic Management | |
| Cooma-Monaro Region | \$143.00 |
| All other areas | N/A |

Liquid Trade Waste

That in accordance with Section 501 of the *Local Government Act 1993*, Council make an annual Liquid Trade Waste Charge per annum for where the program exists.

| | |
|---|------------|
| Classification "A" Charging Category 1 – Low | \$230.00 |
| Classification "B" Charging Category 1 – Low | \$258.00 |
| Classification "A" Charging Category 2 – Medium | \$908.00 |
| Classification "B" Charging Category 2 – Medium | \$908.00 |
| Classification "S" Charging Category 2 – Medium | \$101.00 |
| Classification "B" Charging Category 1 – High | \$1,800.00 |

Stormwater management

In accordance with Section 496A of the *Local Government Act 1993*, Council levy an annual Stormwater Management Charge of \$20 per annum for each parcel of rateable (occupied) land for which the service is available within the former Bombala Council area.

Onsite Sewer Management System

This renewal fee will apply to all onsite sewage management systems and will be charged on the annual rates notice. The 2020/21 fee will be \$25.00.

Residential Water and Sewer

That in accordance with section 501 and 502 of the *Local Government Act 1993*, Council make

and annual Residential Water Access Charge of **\$264.00** per annum, connected or unconnected.

Water

Residential Usage Charge - \$3.14 per Kilolitre per annum

Sewer

That in accordance with Section 501 and 502 of the *Local Government Act 1993*, Council make an annual Residential Sewer Access Charge of **\$924.00** per annum, connected or unconnected.

Non-Residential Water and Sewer

That in accordance with Best Practice Guidelines for Water, Council make an annual Water Access Charge for non-residential properties based on meter size.

| Water Annual Access Charge – Non Residential | | | | | | | | | | | |
|--|--------|-------|-------|-------|---------|---------|---------|---------|---------|---------|----------|
| Meter Size | Vacant | 20mm | 25mm | 32mm | 40mm | 50mm | 65mm | 75mm | 80mm | 100mm | 150mm |
| 2021 | \$264 | \$264 | \$413 | \$678 | \$1,060 | \$1,658 | \$2,798 | \$3,726 | \$4,240 | \$6,625 | \$14,903 |

Water Usage Charge – Non Residential

Non-Residential Usage Charge - \$3.14 per Kilolitre per annum

That in accordance with Best Practice Guidelines for Water, Council make an annual Sewer Access Charge for Non-residential properties based on meter size.

| Meter Size | Vacant | 20mm | 25mm | 32mm | 40mm |
|-------------|----------|----------|------------|------------|------------|
| 2021 | \$924.00 | \$924.00 | \$1,443.75 | \$2,365.44 | \$3,696.00 |

| 50mm | 65mm | 75mm | 80mm | 100mm | 150mm |
|------------|------------|-------------|-------------|-------------|-------------|
| \$5,775.00 | \$9,759.75 | \$12,993.75 | \$14,784.00 | \$23,100.00 | \$51,975.00 |

Sewer Usage Charge – Non Residential

Non-Residential Usage Charge - \$1.03 with discharge factor of 0.6 based on water meter readings multiplied by the discharge factor. Where the reading is taken directly from a Sewer Flow Meter, the discharge factor shall not apply.

Pipes, Rails and Structures

That in accordance with the provisions of Section 611 of the *Local Government Act 1993*, Council may make an Annual Charge for any rail, pipe, wire, pole, cable, tunnel or structure laid, erected, suspended, constructed or placed on, under or over a public place.

The annual charge for 2021 shall be:

1. Under a public place \$742 per kilometre
2. On or over a public place \$154 per pole or structure

BACKGROUND

The making of the rates and charges is a legislative requirement as per Section 494, 496, 535 and 548 of the *Local Government Act 1993*. The Minister of Local Government has approved the rate pegging increase of 2.6%.

The 2020/21 rates for the Snowy Monaro Regional Council have been set in accordance with the Local Government (Council Amalgamations) Proclamation 2016 of the 12th May 2016, Item 25 (2): *'The structure for rates applied by a former Council to rates levied for a parcel of land in a former area for the 2015/16 rating year is to be applied by the new Council to that parcel.'*

Council is expected to harmonise rates from 1 July 2021 after resolving to implement in line with the Local Government Amendment Bill 2019 (NSW) section 218CB of the Local Government Act 1993 was introduced to change the rate path protection from 3 to 4 years (Resolution 272/19).

The attachments include background on land revaluation impacts to rates payable by location and category and legislative changes announced through Office of Local Government Circulars.

| | |
|---|-----------------------------------|
| COUNCIL RESOLUTION | 272/19 |
| That Council determine the preferred option for rates harmonisation as Option 2 - Implementation from 1 July 2021 | |
| Moved Councillor Stewart | Seconded Councillor Maslin |
| | CARRIED |

QUADRUPLE BOTTOM LINE REPORTING

1. Social

Council staff will be engaging with the community through targeted communications to ensure land valuation impacts and changes to water and sewer access charging are covered for affected ratepayers.

The interest rate has been set at 0% for the first half of the 2020-21 financial year in response to the financial impacts faced by the community as a result of COVID-19.

2. Environmental

The making of the rates and charges has no perceived impact on the environment within Snowy Monaro Regional Council.

3. Economic

Total estimated ordinary rates to be raised from the 2021 Rates is \$16,895,175. The total estimated revenue by category raised for Snowy Monaro Regional Council;

Total SMRC Revenue By Category

| | | |
|-------------|----------------------|-------------|
| Business | \$ 2,607,778 | 15% |
| Residential | \$ 8,917,109 | 53% |
| Farmland | \$ 5,370,288 | 32% |
| Mining | \$ - | 0% |
| | \$ 16,895,175 | 100% |

Rate Peg Increase since 2016/17

| Year | IPART Rate Peg Increase | SMRC Approved Rate Increase |
|-------------|--------------------------------|------------------------------------|
| 2017 | 1.80% | 1.80% |
| 2018 | 1.50% | 1.50% |
| 2019 | 2.30% | 2.30% |
| 2020 | 2.70% | 2.70% |
| 2021 | 2.60% | 2.60% |

4. Civic Leadership

The making of the rates and charges complies with legislative requirements.

1 July 2019 Valuer General Land Revaluation 2020-2021 Ratepayer Impact Analysis



There have been some significant variations in the land values issued by the NSW Valuer General reflecting the property market as at 1 July 2019. These values are used by councils for rating purposes from 1 July 2020 and determine how the amount of rates raised is spread across landowners. Council does not receive extra rate income from increased valuations. Overall revenue raised from rates will increase in line with the 2.6% rate peg, however the amount each ratepayer contributes shifts.

This analysis demonstrates the impact of variations in valuation movements at different locations across the local government area. Although its positive that many of our landowners have seen increases to values benefiting from the impact of the Snowy 2.0 project, there are some significant impacts to rates payable. Based on the land values received some people will be facing double digit percentage increases.

Council staff will be undertaking targeted community engagement with affected ratepayers focussing on the highlighted areas in the below analysis for Business, Residential and Farmland categories.

Business Rates Analysis

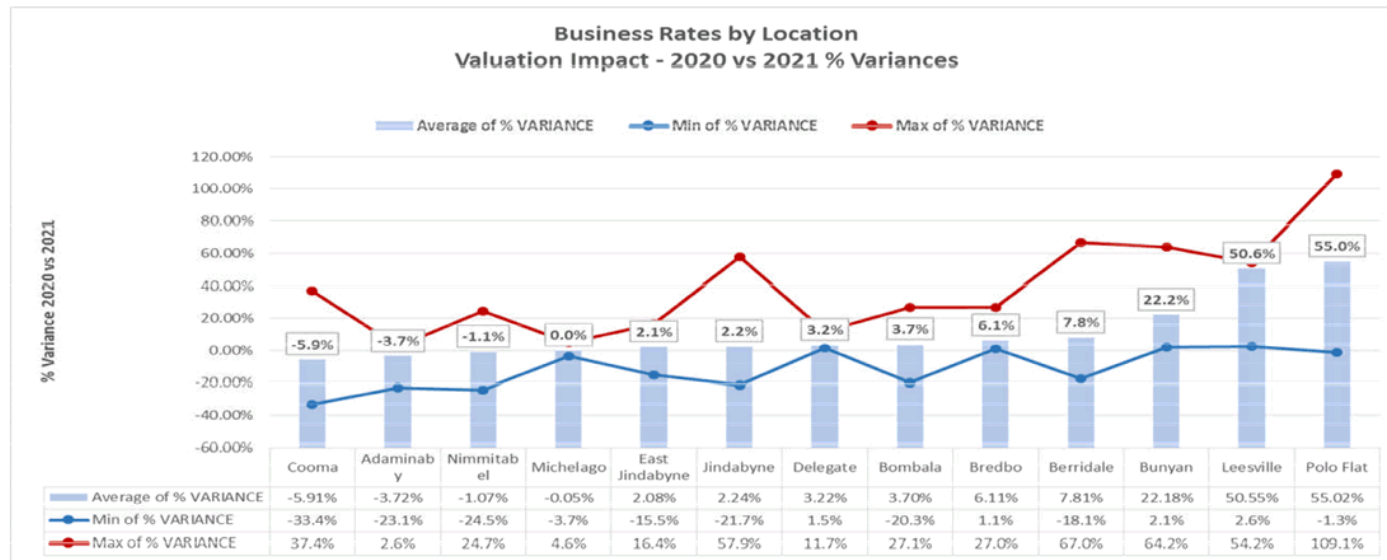
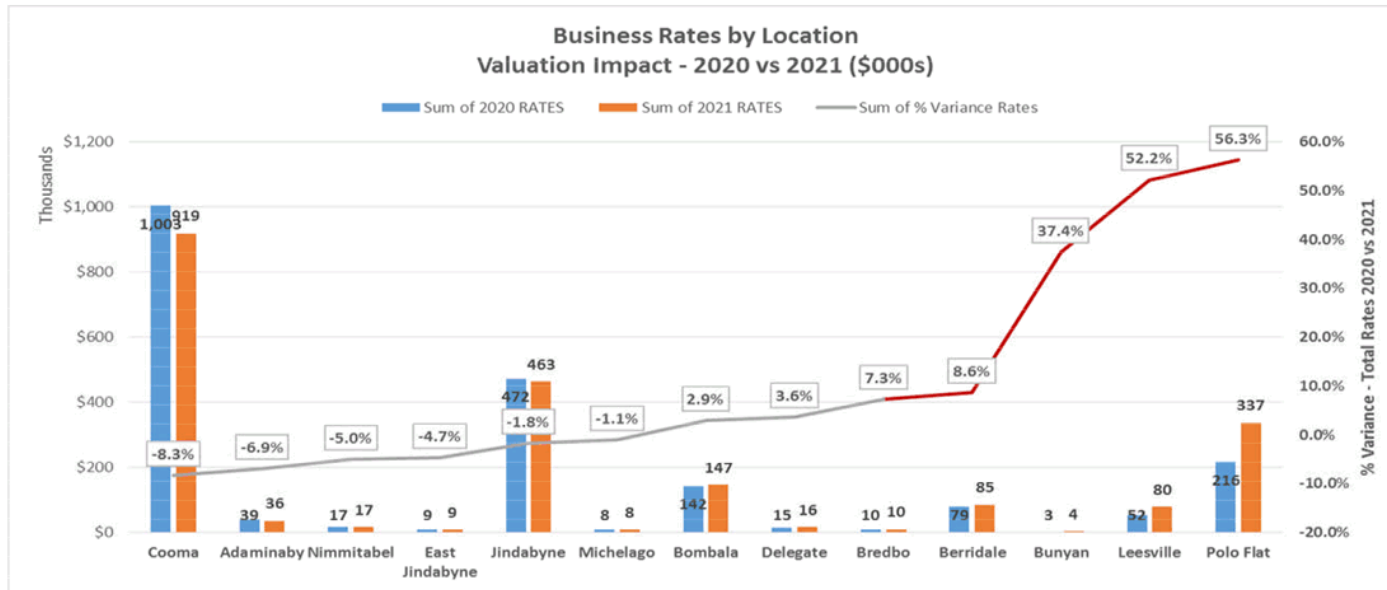
• *Summary by Location*

| Location | Count of Assessment Number | Sum of 2016 LV | Sum of 2019 LV | Sum of \$ Variance LV | Sum of % Variance LV | Sum of 2020 RATES | Sum of 2021 RATES | Sum of \$ Variance Rates | Sum of % Variance Rates | Average of \$ VARIANCE |
|--------------------|----------------------------|--------------------|--------------------|-----------------------|----------------------|-------------------|-------------------|--------------------------|-------------------------|------------------------|
| Polo Flat | 90 | 10,147,100 | 23,171,500 | 13,024,400 | 128.36% | 215,913 | 337,413 | 121,499 | 56.27% | \$1,350 |
| Leesville | 38 | 4,605,000 | 10,533,000 | 5,928,000 | 128.73% | 52,377 | 79,719 | 27,343 | 52.20% | \$720 |
| Bunyan | 5 | 249,070 | 551,920 | 302,850 | 121.59% | 2,550 | 3,504 | 954 | 37.41% | \$191 |
| Berridale | 82 | 5,969,411 | 9,815,246 | 3,845,835 | 64.43% | 78,628 | 85,383 | 6,754 | 8.59% | \$82 |
| Bredbo | 15 | 1,079,940 | 1,588,970 | 509,030 | 47.14% | 9,534 | 10,230 | 695 | 7.29% | \$46 |
| Delegate | 28 | 569,400 | 975,510 | 406,110 | 71.32% | 15,306 | 15,856 | 550 | 3.59% | \$20 |
| Bombala | 118 | 6,455,310 | 7,688,230 | 1,232,920 | 19.10% | 142,415 | 146,555 | 4,139 | 2.91% | \$35 |
| Michelago | 7 | 1,192,620 | 1,564,600 | 371,980 | 31.19% | 8,349 | 8,256 | -93 | -1.11% | -\$13 |
| Jindabyne | 291 | 37,530,717 | 54,236,184 | 16,705,467 | 44.51% | 471,616 | 463,216 | -8,400 | -1.78% | -\$38 |
| East Jindabyne | 4 | 753,790 | 1,065,510 | 311,720 | 41.35% | 8,998 | 8,572 | -426 | -4.73% | -\$106 |
| Nimmitabel | 30 | 1,503,100 | 1,828,050 | 324,950 | 21.62% | 17,437 | 16,561 | -876 | -5.02% | -\$29 |
| Adaminaby | 46 | 2,591,090 | 3,300,740 | 709,650 | 27.39% | 39,166 | 36,448 | -2,719 | -6.94% | -\$59 |
| Cooma | 288 | 52,571,150 | 64,996,190 | 12,425,040 | 23.63% | 1,002,975 | 919,322 | -83,653 | -8.34% | -\$290 |
| Grand Total | 1,042 | 125,217,698 | 181,315,650 | 56,097,952 | 44.80% | 2,065,265 | 2,131,033 | 65,769 | 3.18% | \$61 |

• *Summary by Range*

% Variance Rates 2020 vs 2021

| Range % Variance Rates | Count of Assessment Number | Average of \$ VARIANCE |
|------------------------|----------------------------|------------------------|
| <-20% | 56 | -\$776.44 |
| -20% to 0% | 316 | -\$321.62 |
| 0% to 3% | 381 | \$15.72 |
| 3% to 10% | 55 | \$77.60 |
| 10% to 20% | 37 | \$264.40 |
| 20% to 30% | 46 | \$507.18 |
| 30% to 40% | 11 | \$1,036.41 |
| 40% to 50% | 26 | \$669.08 |
| 50% to 100% | 112 | \$1,154.59 |
| > 100% | 2 | \$3,482.24 |
| Grand Total | 1,042 | \$60.87 |



Residential Rates Analysis

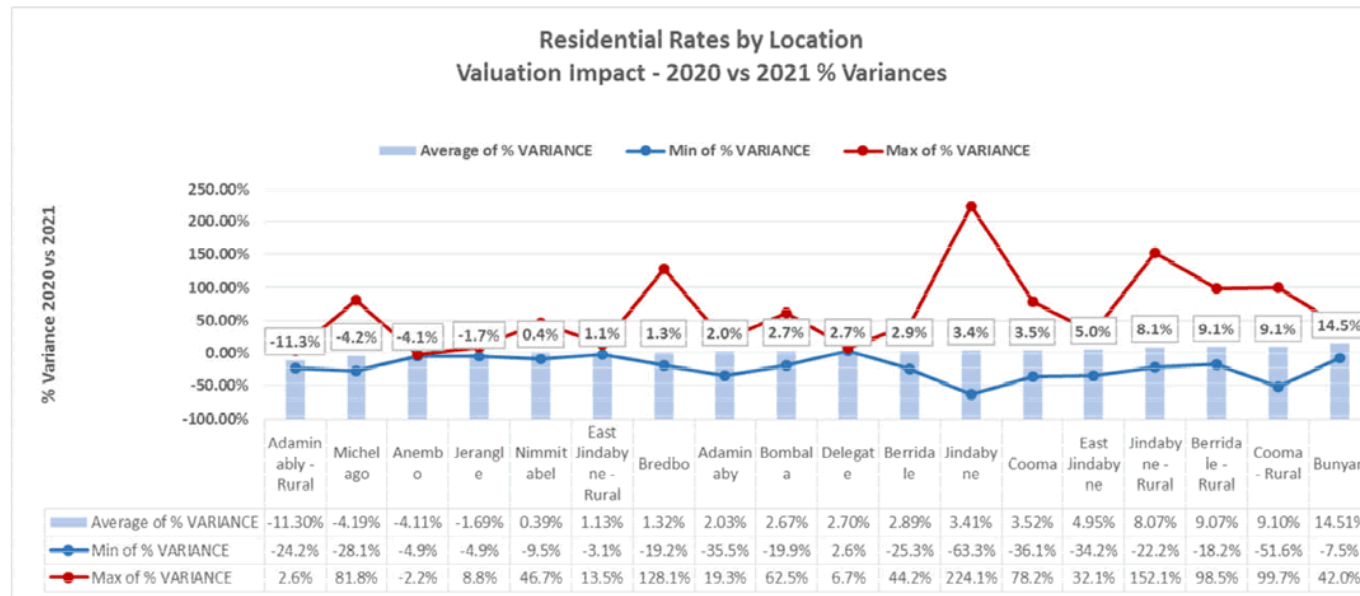
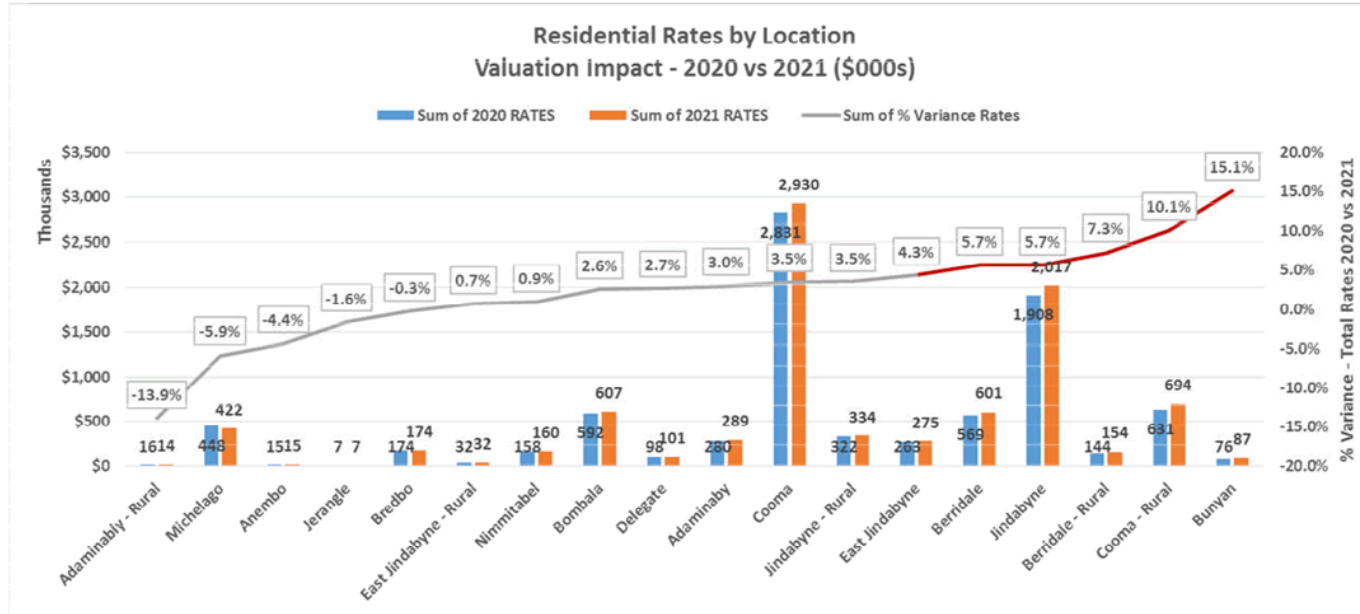
• *Summary by Location*

| Location | Count of Assessment Number | Sum of 2016 LV | Sum of 2019 LV | Sum of \$ Variance LV | Sum of % Variance LV | Sum of 2020 RATES | Sum of 2021 RATES | Sum of \$ Variance Rates | Sum of % Variance Rates | Average of \$ VARIANCE |
|------------------------|----------------------------|--------------------|----------------------|-----------------------|----------------------|-------------------|-------------------|--------------------------|-------------------------|------------------------|
| Bunyan | 71 | 9,334,360 | 15,482,200 | 6,147,840 | 65.86% | 75,918 | 87,392 | 11,474 | 15.11% | \$162 |
| Cooma - Rural | 695 | 74,662,245 | 117,737,672 | 43,075,427 | 57.69% | 630,555 | 693,960 | 63,405 | 10.06% | \$91 |
| Berridale - Rural | 156 | 19,506,380 | 33,977,830 | 14,471,450 | 74.19% | 143,712 | 154,175 | 10,463 | 7.28% | \$67 |
| Jindabyne | 2,682 | 285,809,657 | 495,650,610 | 209,840,953 | 73.42% | 1,907,920 | 2,016,731 | 108,811 | 5.70% | \$19 |
| Berridale | 922 | 67,039,948 | 114,975,192 | 47,935,244 | 71.50% | 568,706 | 601,126 | 32,421 | 5.70% | \$16 |
| East Jindabyne | 306 | 54,365,341 | 91,009,572 | 36,644,231 | 67.40% | 263,383 | 274,829 | 11,446 | 4.35% | \$37 |
| Jindabyne - Rural | 235 | 45,727,180 | 76,055,560 | 30,328,380 | 66.32% | 322,182 | 333,535 | 11,353 | 3.52% | \$36 |
| Cooma | 3,023 | 243,771,500 | 298,074,540 | 54,303,040 | 22.28% | 2,830,613 | 2,929,645 | 99,032 | 3.50% | \$33 |
| Adaminaby | 466 | 28,244,090 | 37,777,390 | 9,533,300 | 33.75% | 280,377 | 288,778 | 8,401 | 3.00% | \$12 |
| Delegate | 207 | 4,448,160 | 7,781,900 | 3,333,740 | 74.95% | 98,258 | 100,949 | 2,691 | 2.74% | \$13 |
| Bombala | 806 | 36,439,450 | 45,791,740 | 9,352,290 | 25.67% | 591,923 | 607,208 | 15,285 | 2.58% | \$19 |
| Nimmitabel | 292 | 14,894,954 | 20,734,451 | 5,839,497 | 39.20% | 158,089 | 159,543 | 1,454 | 0.92% | \$5 |
| East Jindabyne - Rural | 19 | 4,589,000 | 7,441,000 | 2,852,000 | 62.15% | 32,242 | 32,473 | 230 | 0.71% | \$12 |
| Bredbo | 183 | 20,701,580 | 28,628,080 | 7,926,500 | 38.29% | 174,191 | 173,691 | -500 | -0.29% | -\$3 |
| Jerangle | 8 | 766,600 | 1,038,500 | 271,900 | 35.47% | 6,729 | 6,619 | -110 | -1.64% | -\$14 |
| Anembo | 15 | 1,860,100 | 2,437,100 | 577,000 | 31.02% | 15,323 | 14,651 | -672 | -4.38% | -\$45 |
| Michelago | 246 | 61,248,213 | 79,630,127 | 18,381,914 | 30.01% | 448,009 | 421,608 | -26,401 | -5.89% | -\$107 |
| Adaminaby - Rural | 19 | 2,194,800 | 2,821,300 | 626,500 | 28.54% | 15,760 | 13,572 | -2,188 | -13.88% | -\$115 |
| Grand Total | 10,351 | 975,603,558 | 1,477,044,764 | 501,441,206 | 51.40% | 8,563,891 | 8,910,485 | 346,594 | 4.05% | \$26 |

• *Summary by Range*

% Variance Rates 2020 vs 2021

| Range % Variance Rates | Count of Assessment Number | Average of \$ VARIANCE |
|------------------------|----------------------------|------------------------|
| <-20% | 46 | -\$521.01 |
| -20% to 0% | 1,627 | -\$70.32 |
| 0% to 3% | 5,651 | \$15.20 |
| 3% to 10% | 1,883 | \$49.14 |
| 10% to 20% | 808 | \$144.67 |
| 20% to 30% | 199 | \$245.15 |
| 30% to 40% | 68 | \$333.32 |
| 40% to 50% | 31 | \$349.50 |
| 50% to 100% | 32 | \$509.01 |
| > 100% | 6 | \$1,348.48 |
| Grand Total | 10,351 | \$25.59 |



Farmland Rates Analysis

• *Summary by Location*

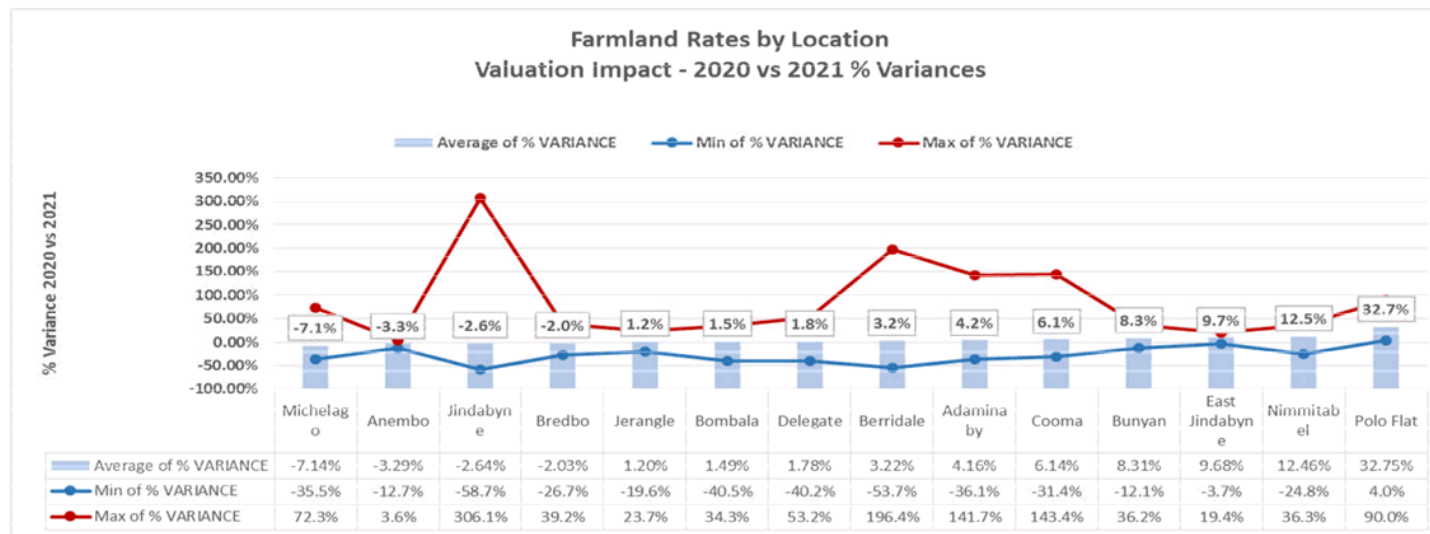
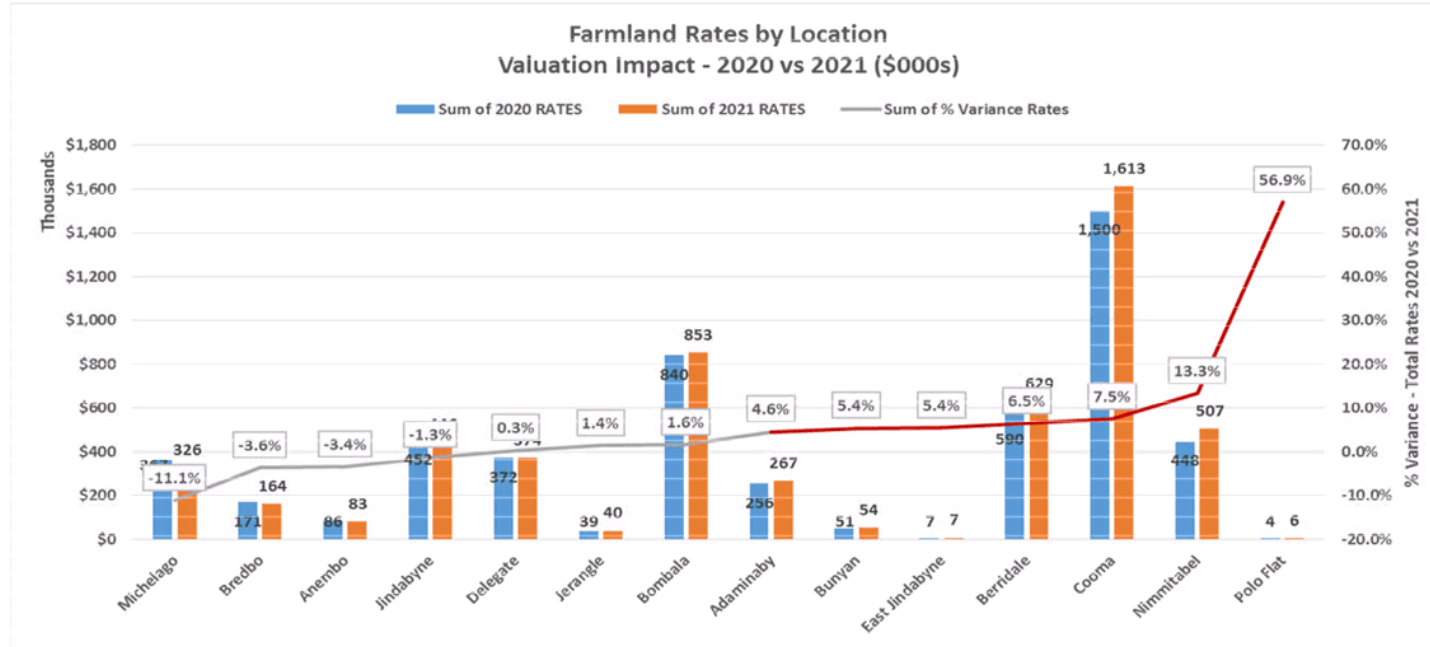
| Location | Count of Assessment Number | Sum of 2016 LV | Sum of 2019 LV | Sum of \$ Variance LV | Sum of % Variance LV | Sum of 2020 RATES | Sum of 2021 RATES | Sum of \$ Variance Rates | Sum of % Variance Rates | Average of \$ VARIANCE |
|--------------------|----------------------------|--------------------|----------------------|-----------------------|----------------------|-------------------|-------------------|--------------------------|-------------------------|------------------------|
| Polo Flat | 3 | 580,020 | 1,713,000 | 1,132,980 | 195.33% | 3,849 | 6,039 | 2,190 | 56.91% | \$730 |
| Nimmitabel | 253 | 68,068,250 | 119,864,200 | 51,795,950 | 76.09% | 447,675 | 507,199 | 59,524 | 13.30% | \$235 |
| Cooma | 923 | 247,167,860 | 400,632,120 | 153,464,260 | 62.09% | 1,500,102 | 1,613,200 | 113,097 | 7.54% | \$115 |
| Berridale | 415 | 101,664,600 | 162,748,770 | 61,084,170 | 60.08% | 590,471 | 628,655 | 38,184 | 6.47% | \$38 |
| East Jindabyne | 4 | 1,220,000 | 1,933,000 | 713,000 | 58.44% | 6,987 | 7,367 | 380 | 5.43% | \$95 |
| Bunyan | 29 | 9,343,270 | 14,753,710 | 5,410,440 | 57.91% | 51,077 | 53,843 | 2,767 | 5.42% | \$95 |
| Adaminaby | 173 | 41,999,300 | 65,225,640 | 23,226,340 | 55.30% | 255,716 | 267,408 | 11,692 | 4.57% | \$64 |
| Bombala | 334 | 121,241,300 | 180,834,040 | 59,592,740 | 49.15% | 839,764 | 853,186 | 13,422 | 1.60% | \$40 |
| Jerangle | 27 | 6,439,350 | 9,593,700 | 3,154,350 | 48.99% | 39,164 | 39,732 | 568 | 1.45% | \$21 |
| Delegate | 137 | 53,610,700 | 79,068,380 | 25,457,680 | 47.49% | 372,357 | 373,609 | 1,252 | 0.34% | \$9 |
| Jindabyne | 226 | 78,094,390 | 115,752,900 | 37,658,510 | 48.22% | 451,559 | 445,858 | -5,702 | -1.26% | -\$74 |
| Anembo | 55 | 14,841,000 | 20,458,900 | 5,617,900 | 37.85% | 86,180 | 83,235 | -2,944 | -3.42% | -\$54 |
| Bredbo | 111 | 29,038,853 | 39,842,610 | 10,803,757 | 37.20% | 170,536 | 164,352 | -6,185 | -3.63% | -\$56 |
| Michelago | 184 | 70,844,666 | 87,484,558 | 16,639,892 | 23.49% | 367,006 | 326,251 | -40,755 | -11.10% | -\$221 |
| Grand Total | 2,874 | 844,153,559 | 1,299,905,528 | 455,751,969 | 53.99% | 5,182,443 | 5,369,932 | 187,489 | 3.62% | \$51 |

• *Summary by Range*
 % Variance Rates 2020 vs 2021

| Range % Variance Rates | Count of Assessment Number | Average of \$ VARIANCE |
|------------------------|----------------------------|------------------------|
| <-20% | 73 | -\$1,021.25 |
| -20% to 0% | 1,294 | -\$114.40 |
| 0% to 3% | 358 | \$27.36 |
| 3% to 10% | 370 | \$159.82 |
| 10% to 20% | 357 | \$282.48 |
| 20% to 30% | 313 | \$370.36 |
| 30% to 40% | 67 | \$679.67 |
| 40% to 50% | 18 | \$768.15 |
| 50% to 100% | 20 | \$759.85 |
| > 100% | 4 | \$2,046.58 |
| Grand Total | 2,874 | \$51.00 |

SNOWY MONARO REGIONAL COUNCIL

Land Revaluation - 2020-2021 Rates Impact Analysis



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| | |
|-----------------------------|--|
| Circular Details | 20-12/ 17 April 2020 / A696830 |
| Previous Circular | 20-06 Novel Coronavirus (COVID-19) Development Updates |
| Who should read this | General Managers / Finance, Governance and Integrated Planning and Reporting staff |
| Contact | Council Performance Team / 02 4428 4100 / olg@olg.nsw.gov.au |
| Action required | Council to Implement |

Modification of statutory requirements in response to the COVID-19 pandemic

What's new or changing

- Regulations have been made under section 747B of the *Local Government Act 1993* to temporarily modify the application of the Act in response to the COVID-19 pandemic. The regulations made under section 747B modify the Act as follows:
- Councils have been provided with a one-month extension:
 - to adopt their 2020-21 Operational Plan (including Revenue Policy, Statement of Fees and Charges and annual budget) before 31 July 2020;
 - to submit audited financial reports by 30 November 2020; and
 - for the preparation and publishing of annual reports by 31 December 2020.
- Councils have the option to delay issuing rates notices to ratepayers until 1 September 2020, and the collection of the first quarter rates instalment until 30 September 2020.
- Councils may immediately waive or reduce fees under a new "COVID-19" category.
- The requirement for councils to make certain documents available for physical inspection at their offices has been modified to allow access to the documents to be provided remotely.
- In addition to these temporary measures, in response to the closure of some local newspapers and to assist councils to reduce their costs, the *Local Government (General) Regulation 2005* (the Regulation) has been amended to remove requirements for newspaper advertising. This amendment is not temporary and will continue to apply after the COVID-19 pandemic passes.

What this will mean for your council

- The COVID-19 pandemic has caused an exceptional set of circumstances with unprecedented impacts. The NSW Government is committed to supporting local councils and their communities during this period of uncertainty.
- To provide NSW councils with flexibility to adjust to the rapidly shifting circumstances and to allow them to provide appropriate financial support to their local communities, a number of statutory deadlines for 2019-20 and 2020-21 have been modified. These are set out in the table below:

| Section of LG Act | Prior deadline | New deadline |
|--|------------------|-------------------------|
| Submission of audited Financial Reports – 416(1) | 31 October 2020 | 30 November 2020 |
| Preparation and publish of Annual Reports – 428(1) | 30 November 2020 | 31 December 2020 |

Office of Local Government
5 O'Keefe Avenue NOWRA NSW 2541
Locked Bag 3015 NOWRA NSW 2541
T 02 4428 4100 F 02 4428 4199 TTY 02 4428 4209
E olg@olg.nsw.gov.au W www.olg.nsw.gov.au ABN 20 770 707 468

| Section of LG Act | Prior deadline | New deadline |
|--|---|--|
| Adoption of Operational Plan - 405(1) | By 1 July 2020 | By 1 August 2020 |
| Making of a rate or charge - 533 | By 1 August 2020 | By 1 September 2020 |
| Date by which quarterly rates are payable - 562(3)(a) | 31 August 2020 | 30 September 2020 |
| Quarterly review statements (QBRs) - CI 203(1) of Regulation | The third quarter 2019-20 QBRs (currently due May 2020) | Third quarter QBRs - June 2020 . All future QBRs remain due as per Regulation. |

- In exercising discretion to extend the making of a rate or charge under section 533 or the collection of rates under 562(3)(a) of the Act, each Council must consider both the financial circumstances of local ratepayers and the potential impact such actions would have on the general cashflow of Council.
- The Government recognises that there may be circumstances where adopting such extensions may not be appropriate or desirable for councils.
- Councils do not need to resolve to extend the date to adopt its Operational Plan, issue rates notices or collect the first rates instalment. A council may, however, choose to direct its General Manager to submit an Operational Plan for adoption prior to 1 July 2020 and to ensure that its rates and charges notices are served by 1 August 2020 (as is normally the case under legislation).
- Councils should also note that there are no changes to the provisions in the following table at this time. However, the Government is continuing to monitor the broader strategic and operating environment for local councils.

| Section | Ongoing requirement |
|---------|--|
| 405(2) | Councils Operational Plan must include a statement of a council's revenue policy |
| 405(3) | Council must give public notice of draft Operational Plan for not less than 28 days |
| 405(6) | Council must post a copy of its Operational Plan on website within 28 days after the plan is adopted |

Extension of the ability of councils to waive or reduce fees

- The application of section 610E of the Act has been broadened to allow councils to waive or reduce fees under a newly established "COVID-19" category, which has been added to the Regulation.
- This means that councils can immediately apply the waiver or reduction without establishing a new category or going through the normal public notice requirements of section 610E(2) for adding new categories.
- Councils may choose to apply such a waiver or reduction, for example, in cases where a business has seen significantly reduced income as a result of COVID-19. The application of any such waiver or reduction of fees is voluntary and is decision for each council based on local circumstances.
- Councils do not need to resolve to waive or reduce fees under the "COVID-19" category if the existing powers delegated to the General Manager include the power to determine a new category in which a council may waive or reduce fees.

Modification of requirements for councils to make certain documents available for inspection

- Under the regulations, the requirements under the Act for councils to make documents physically available for inspection will be satisfied if:

Office of Local Government
5 O'Keefe Avenue NOWRA NSW 2541
Locked Bag 3015 NOWRA NSW 2541
T 02 4428 4100 F 02 4428 4199 TTY 02 4428 4209
E olg@olg.nsw.gov.au W www.olg.nsw.gov.au ABN 20 770 707 468

- in the case of a document that is “open access information” for the purposes of the *Government Information (Public Access) Act 2009* (the GIPA Act), the information contained in the document is published on the council’s website and is made available on request in an electronic form or in such other manner determined by the council.
- in the case of a document that is not “open access information” for the purposes of the GIPA Act, the information contained in the document is made available on request in an electronic form or in such other manner determined by the council.

Removal of newspaper advertising requirements under the Regulation

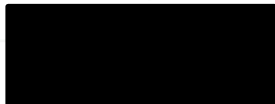
- To alleviate the red tape burden on councils and to reduce their costs, amendments have also been made to the Regulation to remove remaining requirements for notices to be published in newspapers.
- Councils are now instead required to publish notices on their websites and in such other manner that they consider necessary to bring it to the notice of the local community or other interested persons.

Key points

- Regulations may be made under section 747B to modify the application of the Act for the purposes of responding to the public health emergency caused by the COVID-19 pandemic.
- Regulations may only be made under section 747B if:
 - Parliament is not currently sitting and is not likely to sit within 2 weeks after the day the regulations are made, and
 - the arrangements made by the provisions of the regulations are in accordance with advice issued by the Minister for Health and Medical Research or the Chief Health Officer, and
 - the regulations are reasonable to protect the health, safety and welfare of persons.
- Regulations made under section 747B automatically expire after 6 months or earlier if decided by the Parliament.

Where to go for further information

- For further information please contact the Council Performance Team on 02 4428 4100 or by email at olg@olg.nsw.gov.au.



Tim Hurst
Deputy Secretary
Local Government, Planning and Policy



Office of
Local Government

Circular to Councils

| | |
|-----------------------------|--|
| Circular Details | 20-19 / 26 May 2020 / A702258 |
| Previous Circular | 19-05 – Information about Rating 2019-20 |
| Who should read this | Councillors / General Managers / Council staff |
| Contact | Performance Team (02) 4428 4100 / olg@olg.nsw.gov.au |
| Action required | Information / Council to Implement |

Information about Ratings 2020-21

What's new or changing

- The maximum boarding house tariffs for 2020-21 have been determined.
- The maximum interest rate payable on overdue rates and charges for 2020-21 has been determined.
- The section 603 certificate fee for 2020-21 has been determined.
- The statutory limit on the maximum amount of minimum interest rates for 2020-21 has been determined for commencement on 1 July 2020.

What this will mean for your council

Councils should incorporate these determinations into their 2020-21 rating structures and Operational Plan Statement of Revenue Policies.

Key points

Boarding House Tariffs

In accordance with section 516 of the *Local Government Act 1993* (the Act), it has been determined that for the purpose of the definition of 'boarding house' and 'lodging house', the maximum tariffs, excluding GST, that a boarding house or lodging house may charge tariff-paying occupants are:

- a) Where **full board and lodging** is provided:
\$397 per week for single accommodation; or
\$656 per week for a family or shared accommodation
- b) Where **less than full board or lodging** is provided:
\$267 per week for single accommodation; or
\$441 per week for family or shared accommodation

Maximum Interest Rate on Overdue Rates and Charges

In accordance with section 566(3) of the Act, it has been determined that the maximum rate of interest payable on overdue rates and charges for the period 1 July 2020 to 31 December 2020 (inclusive) will be **0.0% per annum** and that the maximum rate of interest payable on overdue rates and charges for the period 1 January 2021 to 30 June 2021 (inclusive) will be **7.0% per annum**.

The interest rate has been set at 0.0% for the first half of the 2020-21 financial year in response to the financial impacts faced by the community as a result of the COVID-19 Pandemic.

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The methodology used to calculate the interest rate applicable for the period 1 January 2021 to 30 June 2021 is the Supreme Court methodology (the Reserve Bank cash rate plus 6%), rounded to the nearest half per cent of the maximum interest rate for the previous year. The cash rate used for the purposes of the maximum interest rate for local government is based on the cash rate as at 4 December 2019.

Notice giving effect to these decisions will be published in the NSW Government Gazette.

Section 603 Certificate

Under section 603 of the Act, councils may issue a certificate as to the amount (if any) of rates, charges, etc due or payable to the council for a parcel of land. Section 603(2) states the application must be accompanied by the approved fee. In accordance with the approved methodology, the approved fee for 2020-21 is determined to be **\$85**. This is unchanged from the 2019-20 fee.

This determination applies to the issuing of a certificate for the matters specified in section 603(2) of the Act. Where a council offers to provide other information as an optional service, the council is not prevented from separately determining an approved fee for that additional service. Furthermore, a council is not prevented from determining approved fees for additional services required by an applicant for the expedited processing of a section 603 certificate.

Statutory limit on the maximum amount of minimum rates

Following a recommendation by IPART, clause 126 of the *Local Government (General) Regulation 2005* will be amended on 1 July 2020 by the *Local Government (General) Amendment (Minimum Rates) Regulation 2019* so that under section 548(3)(a) of the Act, the maximum amount of the minimum ordinary rate to be **\$554** for 2020-21.

The maximum amount of a minimum special rate (not being a water supply special rate or a sewerage special rate) prescribed by section 548(3)(b) of the Act will remain unchanged at **\$2**.

Where to go for further information

The NSW legislation website at www.legislation.nsw.gov.au.



Tim Hurst
Deputy Secretary
Local Government, Planning and Policy

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| | |
|-----------------------------|---|
| Circular Details | 20-18 / 19 May 2020 / A703512 |
| Previous Circular | <i>If applicable</i> |
| Who should read this | Councillors / General Managers / All council staff |
| Contact | Policy Team / 02 4428 4100 / olg@olg.nsw.gov.au |
| Action required | Council to Implement |

Important changes for all councils made by the COVID-19 Legislative Amendment (Emergency Measures-Miscellaneous) Act No.2

What's new or changing

- The *Local Government Act 1993* has been amended to make a number of changes to support councils and ratepayers during the COVID-19 pandemic as part of the *COVID-19 Legislative Amendment (Emergency Measures-Miscellaneous) Act No.2*. These changes:
 - enable a council that does not apply the full percentage increase of the rate peg (or any applicable Special Variation) this year or in any future year to set rates in any one or more of the next 10 years to return it to the original rating trajectory; and
 - prevent councils from commencing legal action to recover rates and charges for six months unless the following specific matters have been considered:
 - whether the payment of the rate or charge could be made in instalments or by way of some other financial arrangement,
 - whether the person should be referred to a financial counsellor,
 - whether mediation or alternative dispute resolution should be attempted first; and
 - whether interest on the unpaid amount should be deferred or waived.
- Amendments have also been made to the *Annual Holidays Act 1944* to clarify that annual leave continues to accrue while an employee is stood down and to allow councils and their employees to agree to:
 - the council making a payment to an employee in lieu of annual leave where that employee will still have a balance of at least four weeks of leave remaining; and/or
 - an employee taking annual leave at double or half pay.

What this will mean for your council

- Councils should immediately review their planned approach to adopting the rate peg this year, if necessary, and consider any consequent impacts on its Operational Plan and revenue planning for 2020-21.
- Councils should also review debtors owing unpaid rates and charges and ensure any further action is compliant with the new requirements.
- Councils should then consider any consequential impacts on their Delivery Program, Resourcing Strategy and Long-term Financial Plan.
- Councils may also wish to review delegations, policies and procedures around rates and charges and debt recovery to ensure they remain compliant, including any arrangements with external service providers.

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Key points

- The Government understands that the COVID-19 pandemic is placing significant pressure on councils as well as families and businesses in NSW.
- That is why the Local Government Act has been amended to help councils and the communities they serve to remain sustainable during the current crisis and as steps towards economic recovery begin.
- Section 511(1) has been amended to enable any council that does not apply the full percentage increase of the rate peg (or any applicable Special Variation) in a certain year to set rates in a subsequent year to return it to the original rating trajectory for that subsequent year.
 - This enables councils to not increase rates to the full capped amount during difficult times, while allowing them to catch-up the value of those rates in future years when economic circumstances improve.
 - This amendment came into effect on commencement of the amending Act and is a continuing amendment.
- A second amendment to the Local Government Act prevents councils from taking legal action to recover unpaid rates and charges unless specific matters have been considered, for six months.
 - This is to ensure that ratepayers facing financial difficulties are provided support and opportunities to pay their bills and defer the potential for formal debt recovery.
 - This amendment applies until 26 September 2020.
- The *Annual Holidays Act 1944* has been amended to provide greater flexibility in how annual leave is managed and to allow councils to reduce their excess annual leave liability by agreement with their employees.

Where to go for further information

- A copy of the amendments may be viewed at the NSW Legislation website at www.legislation.nsw.gov.au/#/browse/bills/current/C
- Councils may wish to review a *Frequently Asked Questions* document on these changes, which may be viewed at <https://www.olg.nsw.gov.au/programs-and-initiatives/olg-assists-councils-to-manage-covid-19/information-and-resources/>
- Further questions about changes to the *Local Government Act* should be raised with Council's OLG Engagement Manager in the first instance.
- Questions about changes to the *Annual Holidays Act* should be raised with NSW Industrial Relations by calling 131 628 or using the contact form at www.industrialrelations.nsw.gov.au/about-us/contact-us/workplace-enquiry/ or by seeking guidance from Local Government NSW.



Tim Hurst
Deputy Secretary, Local Government, Planning and Policy

9.4.9 LOCAL ROADS AND COMMUNITY INFRASTRUCTURE PROGRAM (LRCI) - COUNCIL PROJECT NOMINATION LIST

Record No:

| | |
|-----------------------------------|---|
| Responsible Officer: | Chief Strategy Officer |
| Author: | Grants 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: | 11.2.3 Alternative sources of revenue to rating income are identified and maximised |
| Attachments: | 1. Little Plains River Bridge Site Inspection Load Assessment Report May 2020 |
| Cost Centre | 4010 – Finance (Grants Management) |
| Project | To Be Confirmed – Various Projects |
| Further Operational Plan Actions: | |

EXECUTIVE SUMMARY

The Local Roads and Community Infrastructure Program (LRCI) is a newly released Commonwealth funding opportunity. The LRCI aims to support local councils to deliver priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic.

Snowy Monaro Regional Council's LRCI allocation is \$1,744,322.

Council has had to close Little Plains River Bridge due to an engineering assessment showing the bridge to have major structural issues. This bridge is on a heavily utilised haulage route and needs to be recommissioned urgently. If this funding is not allocated to the bridge other projects, which have already been promised to the community will not be able to proceed.

As alternative funding is being sought for the bridge an alternative project has been included should alternative funds become available for the bridge construction.

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

OFFICER'S RECOMMENDATION

That Council;

- A. Include replacement of Little Plains River Bridge (Mila Road), and
 - B. Identify the causeway crossing Ryrie Street (Michelago) as the alternative project if grant funding is approved for Little Plains River Bridge under the Bridge Renewal Program.
-

BACKGROUND

Funding is applicable from 1st July 2020. Present advice is that completion of all project works is required by 30 June 2021 in order to receive full funding. Similar to the Roads to Recovery Program, a proposed Schedule of Works outlining the project(s) planned is required. Local road or community infrastructure projects, which are in addition to normal capital works planned for 2020/21, will be eligible for funding.

The Department of Infrastructure, Transport, Regional Development and Communications will be consulting with Council to finalise implementation arrangements for the LRCI Program - with further details pending release at time of report.

The projects tabled are the result of an internal request across Council business units for eligible local road or community infrastructure projects. Consideration was given to the funding limit, delivery timelines and practical infrastructure priorities in collation of the options. Council's Manager Infrastructure recommends, in this instance, that the priority delivery focus remain on upgrade of existing infrastructure as opposed to initiating new developments.

Little Plains River Bridge is considered a high priority due to the worn and dilapidated status of the existing timber bridge structure.

Extract from Little Plains Bridge Inspection/Load Assessment* conducted in May 2020:

"The existing bridge is in a severe state of disrepair and should be closed to all traffic until significant re-support works are completed to the sub-structure. In particular the eastern headstock piles and bearers are in such a severely depleted structural state that collapse could occur at any time under the 12 tonne load limit." *The full assessment document, including imagery, is attached.

On 29th May 2020, Council nominated the Little Plains River Bridge Replacement for funding under the Bridge Renewal Program (BRP) Round 5. BRP funding covers a maximum of 50% of the Total Project Cost, with the balance to be met by Council. In the event that the BRP funding is secured for this site it would mean that the draw on the LRCI funding allocation is lessened. A variation to the LRCI Schedule of Works would be sought from the Commonwealth in such a case.

Should this application be successful there would be unallocated grant funding under the Roads To Recovery grant. The Ryrie Street Causeway (Michelago) has been included as an alternative project as this is a project that could be rapidly developed and as well as providing benefits to the general community would have a strong safety value by speeding up emergency response times for the Rural Fire Service.

Councils need to demonstrate that projects are additional to their pre-COVID-19 work program for 2020-21. If a project has been brought forward from a future work program it will be eligible for funding.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

All Community Strategic Plan (CSP) key directions benefit from collaboration, advocacy and seeking additional funding streams. The nominated projects demonstrate Council striving to better reflect modern infrastructure requirements and community expectations.

2. Environmental

Works would require consultation and approval from the relevant government agencies and Crown Lands. Potential impacts on adjoining and nearby residences and riparian lands need to be considered.

3. Economic

A concerted approach to advocating and identifying appropriate funding opportunities for Council initiatives, on behalf of the community, improves the financial sustainability of Council. Some of the projects referenced in this report seek funding for elements that will integrate with other funding streams &/or sources to deliver enhanced value for the community.

4. Civic Leadership

A proactive grant sourcing approach, when combined with project prioritisation (and the subsequent matching to a suitable funding stream), aligns strongly with the role and responsibilities of Council as set out in the Local Government Act;

Specifically, Council's Charter defined in Section 8 of the Act:

- To raise funds for local purposes by the fair imposition of rates, charges and fees, by income earned from investments and, when appropriate, by borrowings and grants.
-



Consulting Engineers

Van Leeuwen and Associates Pty Ltd
ABN 66 328 801 288

Structural Buildings Bridges Towers Equipment
Civil Roads Drainage Water Supply Sewerage Subdivisions
Geotechnical Site Assessment Soil Testing and Stability
Environmental Contamination Erosion Water Management Water Quality
Construction Project Managers Inspections Supervision Plans

MAIN OFFICE

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Date: May 2020

| EXISTING BRIDGE LOADING ASSESSMENT | | |
|--|---|-------------|
| Inspection Date 21 st May 2020 | Site inspection and Load Assessment | No. Pages 6 |
| Site Little Plains River Bridge on Mila Rd Craigie near Delegate NSW | Client Snowy Monaro Regional Council Clients Rep. Mr. Arthur Wilkinson | |
| Reference Documents and Drawings : Bridge No 15 - Little Plains River Craigie - SMEC - Level 2 Inspection Sheet - 11-10-2016 | | |

Instruction :

Snowy Monaro Regional Council requested Level 3 assessment as per AS5100.7 to determine permissible load carrying capacities of the existing bridge for the purposes of monitoring bridge performance and informing local trucking companies of the load limits that can be hauled over the structure. Below is a summary of the load assessments for the current timber bridge.

Description :

The bridge is 3 x ~9m spans and 4.8m wide and the structure is comprised of F22 assumed stress grade hardwood timber log beams @ 1600mm average centres x ~300 diameter and 300 square at kerbs accounting for at least 20% section loss due to exterior degradation. The beams are based on 300 square abutment logs over 4 x 300mm diameter hardwood piles on east side and a 300mm square abutment log on a concrete abutment to west side and 250 to 300mm square corbels 2000mm long at headstocks. The headstocks are 2x280mm deep x 150mm breadth hardwood bearers bolted to 3 degraded split timber piles that were 300mm diameter but now are mostly in states of severe degradation and significant section loss (>50%). The deck comprises laterally placed 100mm deep x 200mm wide hardwood members over the logs with tie bearers under to share wheel loads to adjacent planks. Kerb logs are 150mm square hardwood and guard rails and 100x100 hardwood posts and rails.

Current Load Limitations : The current bridge has been load limited to 12 Tonnes based on previous assessments and the photographs attached to this report illustrate the signage located at the bridge approaches.

New Recommended Load Limitations : The existing bridge is in a severe state of disrepair and should be closed to all traffic until significant re-support works are completed to the sub-structure. In particular the eastern headstock piles and bearers are in such a severely depleted structural state that collapse could occur at any time under the 12 tonne load limit. The bracing to this bay has also broken away from the bridge so lateral resistance of the structure is compromised. Also the eastern abutment is in poor condition with 1 pile severely degraded and others significantly reduced. Further all beam members in the bridge are significantly depleted, cracked and reduced in integrity.

Conclusion :

The bridge should be closed to traffic until the sub structure can be properly upgraded and re-supported. When this work is completed a further inspection and assessment is recommended so that a new temporary load limit may be applied. Regardless of the temporary support to the sub structure of this crossing the entire bridge is worn and dilapidated and should be marked for replacement by a new bridge structure as soon as Council is able.

Report Prepared by :



Will Van Leeuwen
(Chartered Professional Engineer, C.P.Eng. M.I.E.Aust.)
(Bach.Civ.Eng., Hons. Municipal.Eng., Geomech Soc.)

PHOTOGRAPHS



Current Load limits signage to approaches



Timber deck bridge



Bridge spans over river



Deformation / distortion in beam spans evident



View from north east approach



Under deck view from south east side (upstream)

PHOTOGRAPHS (continued)



South west (upstream) view



Worn reduced pile at headstock on south west side depicts reduced section



West headstock piles, headstock, corbels, beams and decking



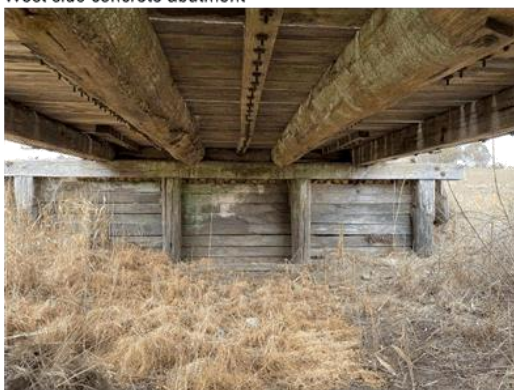
West headstock frame (downstream view)



West side concrete abutment



West headstock frame (downstream view)



East abutment on timber bearer



Northwest (downstream)

PHOTOGRAPHS (continued)



East abutment log split and degraded



South West headstock/kerb/rails



South East headstock (no bracing)



East headstock central split/degraded and significantly reduced section



North East (downstream) headstock split



South east pile and headstock separation



Split,cracked central pile at east headstock



damaged ineffective downstream north pile

PHOTOGRAPHS (continued)



North east headstock pile ineffective



badly degraded east abutment pile



West abutment concrete and beam



Braced west abutment



South east headstock (downstream) ineffective beam displaced and parted from significantly degraded pile



Degraded eastern abutment



Deck plank degraded

Engineering Assessment advice major 3 points

- 1 – Bridge is in a poor state and the sub structure needs immediate attention and repair
- 2 – The bridge may be upgraded so that it can support light traffic only until a new bridge is built. A load assessment can then be undertaken based on repair and upgrade works completed
- 3 – Council to budget for and schedule a replacement bridge structure

The vulnerability of this bridge is affected by large rainfall events that may be attributed to climate change

| | | |
|---|---|--|
| Engineering Assessment - If you have had an engineering assessment completed on the bridge, what were the top three points it advised? | Summary Point 1 - LIMIT 50 words. | |
| | Summary Point 2 - LIMIT 50 words. | |
| | Summary Point 3 - Limit 50 words. | |
| | Did the report give options? If yes, what were they and why did you pick this proposal. | |
| How does the project reduce vulnerability of the bridge to enduring changes in climate? | LIMIT 50 words. | |

10.1 OPERATIONAL WEEDS BUDGET FOR 2020 - 2021

Record No:

Responsible Officer: Chief Executive Officer
Author: Councillor Sue Haslingden
Attachments: Nil

Councillor Suzanne Haslingden has given notice that at the Ordinary Meeting of Council on 18 June 2020, she will move the following motion.

MOTION

That Council does not cut its current Weed management and operational budget for 2020-2021.

BACKGROUND

Council received a briefing recently that outlined a substantial amount would need to be cut from the Weeds Budget/Biosecurity Management due to financial constraints.

We as a rural Council cannot cut our Weed management programmes, just as we are finally making progress on a comprehensive roadside attack.

We cannot let down the land managers that battle and fund every other day tackling introduced biosecurity threats to their businesses.

We as a Council have 1,006 sealed and 1,727 unsealed kilometers of roadsides that need to be kept near enough to zero of biosecurity threats.

We as a Council need to keep inspecting thousands of hectares of land managers to make sure they are on top of their biosecurity threats.

We as a Council need to audit, report, provide extension and be involved in all level of State and Federal Biosecurity Management Plans and Procedures, requiring meeting attendance etc.

State and Federal Governments are cutting their contribution to weed management, therefore this Council needs to commit funds to properly manage biosecurity and its threats.

The yield from rural/farmland rate payers is around \$5.2 million dollars across the Council area, yet this sector is potentially set adrift if funding is cut to Biosecurity management.

What is Biosecurity? Well the Biosecurity Act means you can't spread such matter. Under the Biosecurity Act you cannot knowingly spread biosecurity threats, be it viruses or weeds.

The largest and most threatening biosecurity risk to the southern areas of Snowy Monaro Regional Council is the spread of African Lovegrass and Serrated Tussock.

These introduced species have become virulent in our region. How you ask? Well, our natural and rural environment is unique and diverse. It is thousands of species of threatened species both fauna and flora. When weeds infest, they outcompete and decimate natural resources. To manage this, triage comes at considerable cost. Fences do not contain weeds.

Considering the vital contribution that our rural rate payers contribute to SMRC, and the fact that we have right at this minute an invasion of African Lovegrass down our roadways and into 'clean' areas, we cannot cut such vital funding in the face of such a pandemic.

Council's Code of Meeting Practice provides as follows:

21.1 It is the duty of the Chairperson at a meeting of Council to receive and put to a meeting any lawful motion that is brought before the meeting.

22.2 The Chairperson must rule out of order any motion that is unlawful or the implementation of which would be unlawful.

21.3 Any Motion, amendment or other matter that the Chairperson has ruled out of order is taken to have been rejected (cl 238 of the Regulation)

22 In the absence if a Councillor who has placed a notice of Motion on the business paper for a meeting of Council:

- a) Any other Councillor may move the motion at the meeting; or*
- b) The Chairperson may defer the motion until the next meeting of Council at which the motion can be considered (cl 243 of the Regulation)*

CEO'S RESPONSE

Council's Operational Plan is currently on public exhibition. The Council is required to consider the feedback received from the community before adopting its Operational Plan. The effect of this motion is to determine part of the Operational Plan for next year prior to consultation closing and submissions being considered.

It is recommended that this motion be considered in conjunction with the adoption of the Operational Plan.

405 Operational plan

- (1) A council must have a plan (its "operational plan") that is adopted before the beginning of each year and details the activities to be engaged in by the council during the year as part of the delivery program covering that year.*
- (2) An operational plan must include a statement of the council's revenue policy for the year covered by the operational plan. The statement of revenue policy must include the statements and particulars required by the regulations.*
- (3) A council must prepare a draft operational plan and give public notice of the draft indicating that submissions may be made to the council at any time during the period (not less than 28 days) that the draft is to be on public exhibition. The council must publicly exhibit the draft operational plan in accordance with the notice.*
- (4) During the period of public exhibition, the council must have for inspection at its office (and at such other places as it may determine) a map that shows those parts of its area to which each category and sub-category of the ordinary rate and each special rate included in the draft operational plan applies.*
- (5) In deciding on the final operational plan to be adopted, a council must consider any submissions that have been made concerning the draft plan.*
- (6) The council must post a copy of its operational plan on the council's website within 28 days after the plan is adopted.*

Clause 9. 1 of Council's Code of Meeting Practice provides as follows:

9.1 Notices of Motion

- (7) 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.*
-

10.1 OPERATIONAL WEEDS BUDGET FOR 2020 - 2021

- (8) A councillor must give notice of business in writing no later than 4.00pm on the Tuesday that follows the ordinary meeting of council.*
 - (9) 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.*
 - (10) The rules applying to the content of Questions also apply to the content of Notices of Motion.*
 - (11) 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.*
-

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 Legal Actions and Potential Claims Against SMRC as at 31 May 2020

Item 13.1 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.

13.2 Residential Aged Care - Business Improvement Fund Grant Application

Item 13.2 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.

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.