



**SNOWY MONARO**  
REGIONAL COUNCIL

# **BUSINESS PAPER**

**PUBLIC EXHIBITION COPY**

**Ordinary Council Meeting  
15 September 2022**

## **STATEMENT OF ETHICAL OBLIGATIONS**

Councillors are reminded of their oath or affirmation of office made under section 233A of the Local Government Act 1993 and their obligations under the Council's code of conduct to disclose and appropriately manage conflicts of interest.

### **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 Chief Executive Officer, or another Council employee to determine whether or not a person may have a conflict of interest.

### **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 and Council employees 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 Chief Executive Officer are to be made.

### **COUNCIL CODE OF MEETING PRACTICE**

The Council Code of Meeting Practice is a requirement of Part 2, Division 1 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 Mayor, members of staff, delegates of the Council and members of the public attending a Council or a meeting of a committee of Council.

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### **Acknowledgement of Country**

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

### **Webcasting**

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

**ORDINARY COUNCIL MEETING  
TO BE HELD IN BOMBALA COMMUNITY CENTRE, 163 MAYBE STREET, BOMBALA  
NSW 2632**

**ON THURSDAY 15 SEPTEMBER 2022  
COMMENCING AT 1:00PM**

**BUSINESS PAPER**

<b>1.</b>	<b>OPENING MEETING</b>	
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<b>3.</b>	<b>COUNCILLOR REQUEST FOR ATTENDANCE VIA AUDIO-VISUAL</b>	
<b>4.</b>	<b>APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS</b>	
<b>5.</b>	<b>DISCLOSURE OF INTEREST</b>	
	(Declarations also to be made prior to discussions on each item)	
<b>6.</b>	<b>MATTERS DEALT WITH BY EXCEPTION</b>	
<b>7.</b>	<b>CONFIRMATION OF MINUTES</b>	
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7.2	Closed Session of the Ordinary Council Meeting held on 18 August 2022	
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	<i>Item 14.1 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>	
14.2	CEO Performance Review	
	<i>Item 14.2 is confidential in accordance with s10(A)(2)(a) of the Local Government Act because it contains personnel matters concerning particular individuals (other than councillors) and discussion of the matter in an open meeting would be, on balance, contrary to the public interest.</i>	

**8.1 DEVELOPMENT APPLICATION 10.2022.60.1 MULTI DWELLING HOUSING (4 UNITS) & STRATA SUBDIVISION**

Record No: I22/481

**RECOMMENDATION**

That Council, pursuant to section 4.16(1)(b) of the *Environmental Planning and Assessment Act 1979 (as amended)* **refuse** DA 10.2022.60.1 for a Multi Dwelling Housing & Strata Subdivision, on Lot 1 DP 1228821 30C Kunama Drive EAST JINDABYNE for the following reasons:

1. The proposed development and design does not meet the site suitability, social impact and public interest tests of 4.15 of the Environmental Planning and Assessment Act 1979.
2. The development will have an unacceptable visual impact, as the built form and scale is out of character with the existing character of the area and will have an unreasonable and undesirable effect on the surrounding area.
3. The design of the proposed development is not suitable and does not meet the objective of Zone RU5 of the Snowy River LEP 2013 being to protect and conserve the historical significance, character and scenic quality of rural village settings.
4. The design of the proposed development is not suitable and does not meet the following requirements of clause 7.2 Terrestrial Biodiversity, in the Snowy River LEP 2013, including Clauses (3)(b), (4)(a) (b) and (c).
5. The development as presented in the application does not adequately meet the development standards of the Snowy River DCP 2013, including Chapter C2 (6.1, 2.1-1, 2.1-5, 2.1-6, 2.2), Chapter C3 (5 & 6), Chapter C10, Chapter D1 (1.1-1, 1.1-4, 1.3-1, 1.4-2, 1.4-3, 1.4-4, 1.4-6, 1.4-8 & 1.6-2(b) & (d)).

**BACKGROUND**

Applicant Number:	10.2022.60.1
Applicant:	M P Kroenert
Owner:	Poplars (Jindabyne) Pty Ltd
DA Registered:	01/03/2022
Property Description:	Lot: 1 DP: 1228821 30C Kunama Drive EAST JINDABYNE NSW 2627
Assessment Number:	4003640
Area:	1690m <sup>2</sup>
Zone:	RU5 - Village
Current Use:	Vacant Land

Proposed Use:	Multi Dwelling Housing & Strata Subdivision
Permitted in Zone:	Permitted
Recommendation:	Refusal

The purpose of this report is to seek refusal of Development Application No 10.2022.60.1 for Multi Dwelling Housing and Strata Subdivision comprising four (4) units on Kunama Drive, East Jindabyne. The subject site is a residential allotment of 1690m<sup>2</sup> in size. The proposed development is considered to be inconsistent with the objectives of Zone RU5 and Terrestrial Biodiversity (clause 7.2) in the Snowy River Local Environmental Plan 2013.

The assessing officer is not satisfied that the development complies with the provisions of either the Snowy River Local Environment Plan 2013 (SRLEP) or the Snowy River Development Control Plan 2013 (SRDCP) as the development does not meet the site suitability, social impact and public interest tests of 4.15 of the Environmental Planning and Assessment Act 1979.

The applicant responded to Council's early assessment of the application that it did not meet the requirements of the SRDCP 2013 and provided amended plans and additional documentation. An assessment of the amended plans was undertaken and the assessing officer has concluded the amended plans as submitted do not satisfy the requirements of the SRDCP 2013, SRLEP 2013 and the EPA.

The application was notified to adjoining owners on 2 occasions both with the original and revised documentation. The application has received fourteen (14) written objections over the course of the two notification periods from eight (8) individuals. The changes made to the plans by the applicant did not alleviate community concerns with the proposal.

In accordance with Council policy "Referral of Development Applications to Council" the application is referred to Council for determination as it has received more than five (5) objections.

It is recommended that the development application, DA 10.2022.60.1 for Multi Dwelling Housing (4 Units) and Strata Subdivision on Lot 1 DP 1228821 Ph Wallace be refused pursuant to section 4.16 of the Environmental Planning and Assessment Act 1979, subject to the reasons outlined in the recommendation.

### **Subject Site Details**

The subject land is 1690m<sup>2</sup> in size, is vacant land and is located in the zone of RU5 – Village. The site is located in East Jindabyne with access directly to Kunama Drive. The subject site is surrounded by residential development and is burdened by a Right of Carriageway which provides access to three (3) residential allotments to the rear.

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8.1 DEVELOPMENT APPLICATION 10.2022.60.1 MULTI DWELLING HOUSING (4 UNITS) & STRATA SUBDIVISION

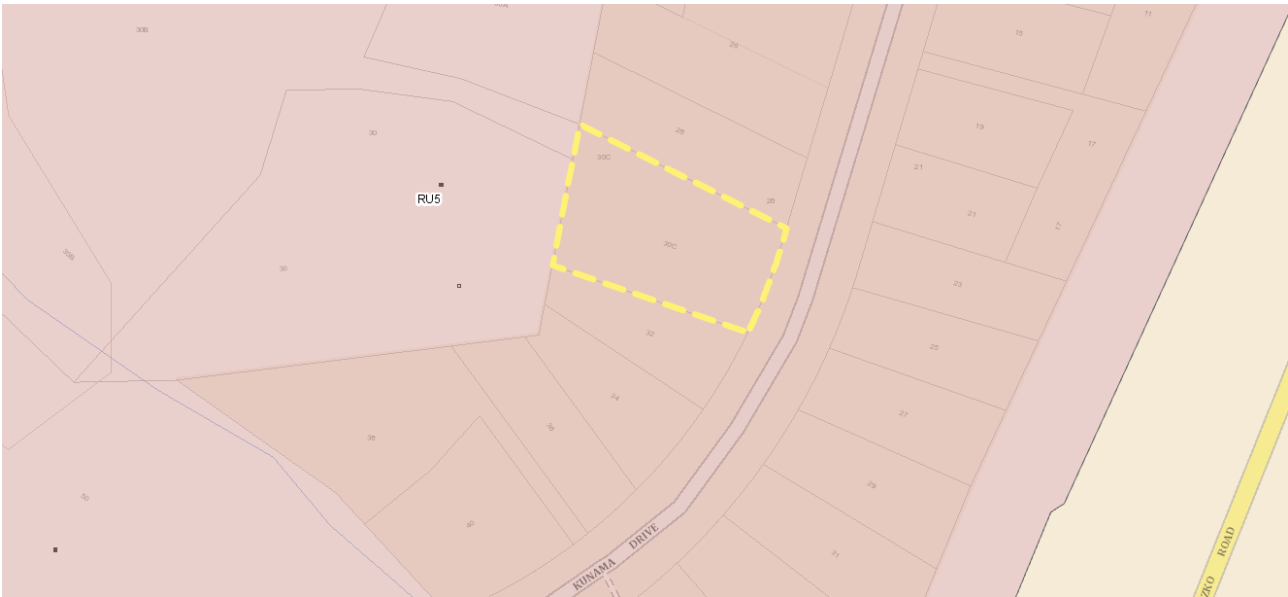


Figure 1: Zoning Map



Figure 2: Location Map – Base maps

8.1 DEVELOPMENT APPLICATION 10.2022.60.1 MULTI DWELLING HOUSING (4 UNITS) & STRATA SUBDIVISION



Figure 3: Location Plan (Imagery)

Site photos



Figure 4: Street view of 30C Kunama



Figure 5: View along the existing driveway/ROC

#### **PROPOSED DEVELOPMENT IN DETAIL**

The proposed development is for four (4) two storey multi-residential units. The proposed units are orientated north/south and accessed from Kunama Drive in East Jindabyne.

Each unit comprises three (3) bedrooms, living, dining, kitchen, single garage and a single carport.

The original design proposed access for all four (4) units from the shared driveway/Right of Carriageway (ROC) and visitor car parking within the an easement which exists along the northern boundary of the site. Amended plans have been provided in response to Councils additional information request and to address submissions received. The amended plans provide access to unit A directly from Kunama drive and units B, C, D and the single visitor car space from the shared driveway/ROC.

8.1 DEVELOPMENT APPLICATION 10.2022.60.1 MULTI DWELLING HOUSING (4 UNITS) & STRATA SUBDIVISION

Site Plan

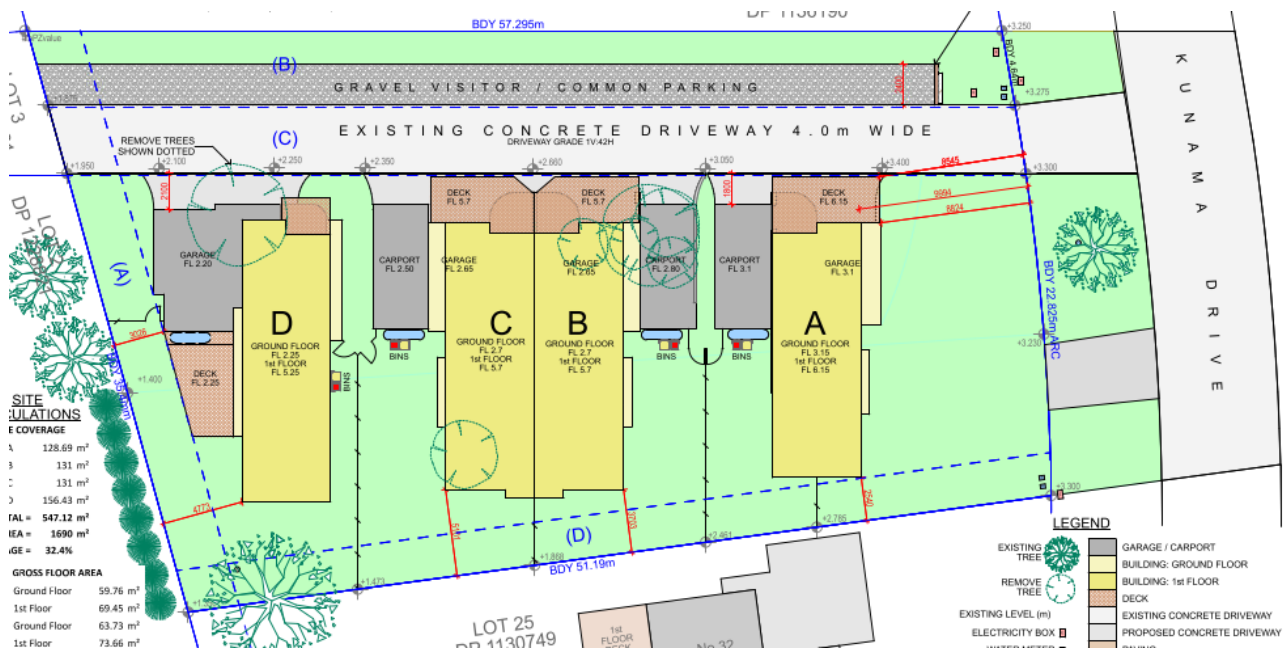


Figure 6: Original Site Plan

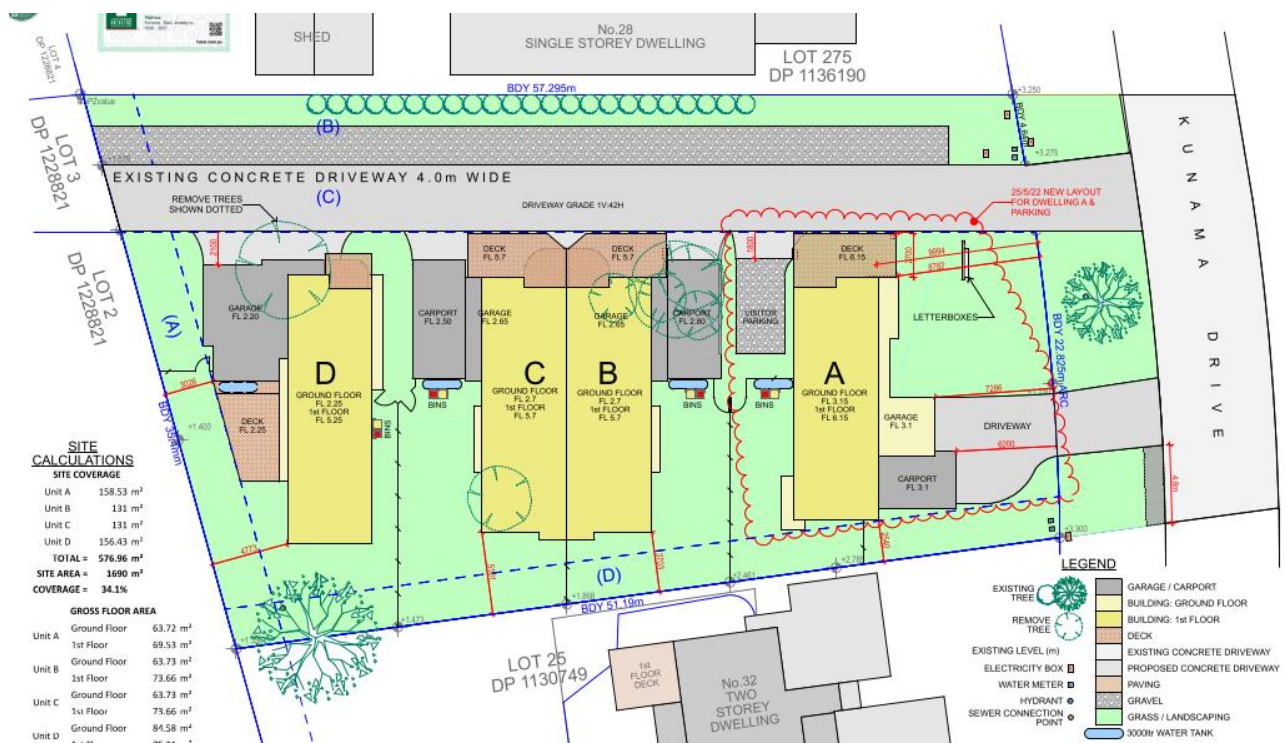


Figure 7: Amended Site Plan

## North Elevation/s

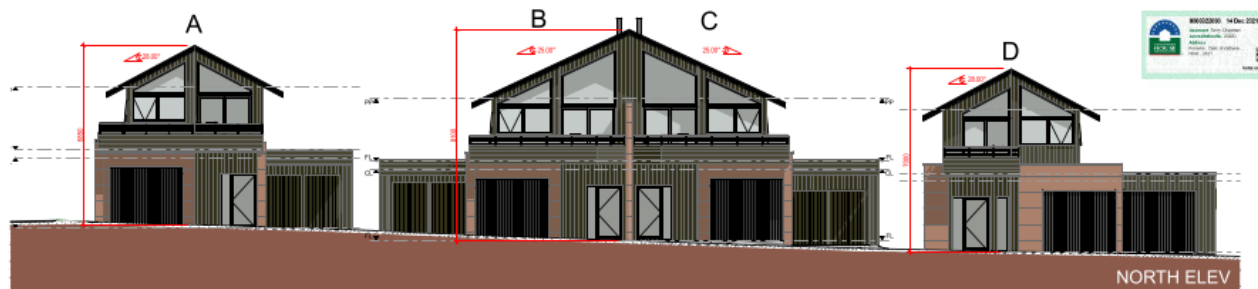


Figure 8: Original Northern Elevation

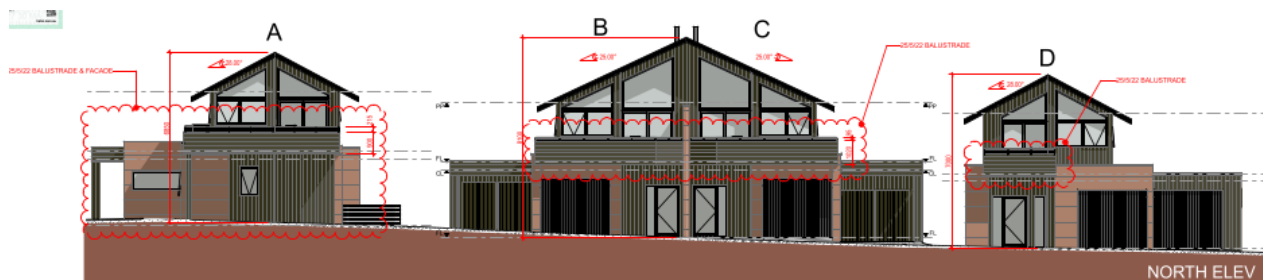


Figure 9: Amended Northern Elevation

## Street Elevation (East)

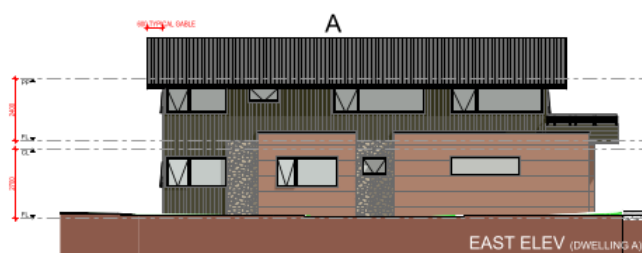


Figure 10: Original Eastern Elevation

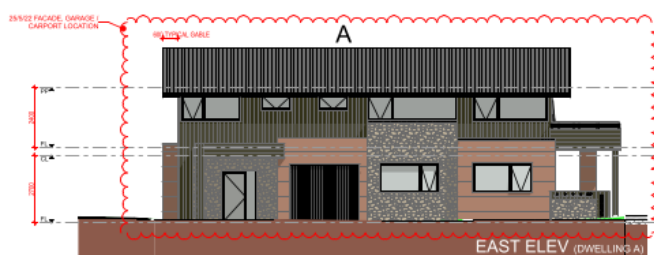


Figure 11: Amended Eastern Elevation

**RESPONSIBLE OFFICER:** Chief Operating Officer

## ASSESSMENT

The application has been assessed against the provisions of the following documents:

<b>State Environment Planning Policies (SEPPs)</b>	State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 State Environmental Planning Policy (Precincts—Regional) 2021 State Environmental Planning Policy (Biodiversity and Conservation) 2021 State Environmental Planning Policy (Resilience and Hazards) 2021
<b>Local Environmental Plan (LEP) (including draft LEPs)</b>	Snowy River Local Environment Plan 2013 (as amended)
<b>Development Control Plans</b>	Snowy River Development Control Plan 2013

## REFERRALS

### External Referrals

The development application was not referred to any external government agencies for comment/consideration.

### Internal Referrals

Section	Comments
Development Engineering	Response received. No objection to the development and conditions of consent have been provided.
GIS Officer	Acceptable subject to conditions


## LEGISLATIVE REQUIREMENTS ASSESSMENT UNDER SECTION 4.15 OF EP&A ACT

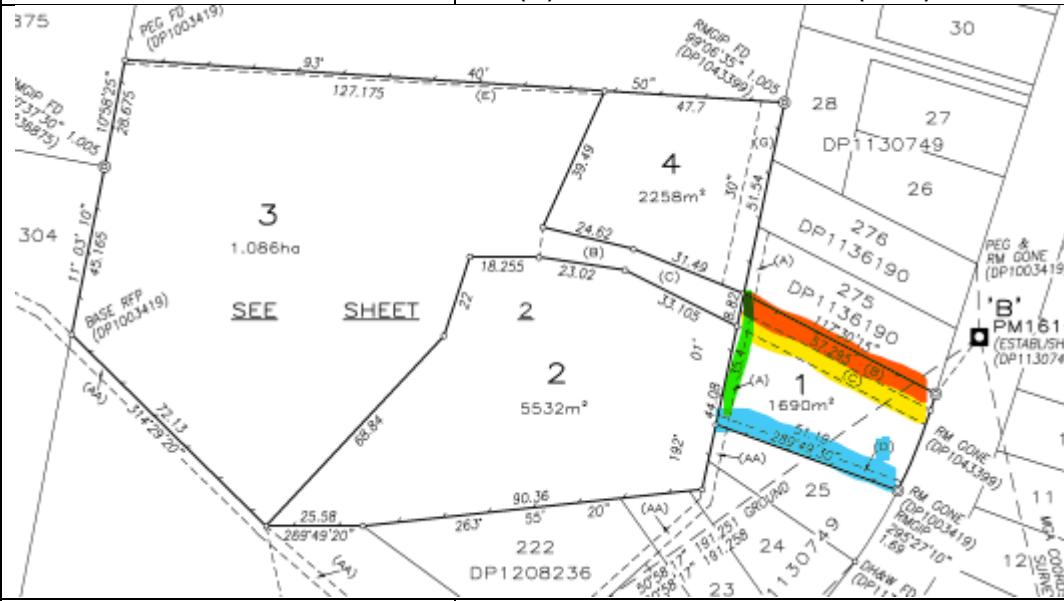
As required by the Environmental Planning and Assessment Act, 1979, Section 4.15, the following relevant matters are addressed below:

- Suitability of the site;
- Environmental planning instruments (State Environmental Planning Policies, Local Environmental Plans);
- Proposed planning instruments;
- Development control plans;

- Likely Impacts of the Development - environmental (natural and built), social and economic;
- Any Planning Agreement or Draft Planning Agreement;
- The EP&A Regulations;
- Submissions; and
- Public interest.

**The suitability of the site for the development**

<b>Slope</b>	<b>Gentle slope exists on site.</b>
<b>Significant vegetation</b>	<p><b>The subject property is identified on the Terrestrial Biodiversity.</b> The site comprises of a mix of native vegetation and exotic, with seven (7) native trees to be removed. The species of trees to be remove are various subspecies of Eucalyptus.</p> <p>No consideration has been made in the design of the development to retain any of the subject trees mapped as “biodiversity” under the Snowy River LEP 2013 and that the proposal has not considered any reasonable alternatives to minimise or manage the impact. Therefore, the proposed development is considered unsatisfactory.</p>
<b>Streetscape and adjoining development</b>	<p>The dominant streetscape character and the immediately adjoining developments are single storey dwellings. The plan below is a mapped representation of the existing approved developments.</p>  <p>Due to the surrounding built environment it is considered that the proposed development is out of character in terms of nature, design and scale.</p> <p>Streetscape not compatible – unsatisfactory.</p>
<b>Suitability of proposed works / building</b>	The proposed development is considered not to be suitable for the subject site as the built form and scale are not in keeping within the surrounding

	developments.
<b>Stormwater disposal</b>	Council system
<b>Services</b>	Electricity / telephone/water
<b>Views</b>	nil impact to and from site
<b>Contamination</b>	nil identified
<b>Bushfire</b>	The subject site is not classified as bushfire prone
<b>Flooding</b>	nil impact
<b>Vehicular access</b>	The site have coinciding legal and practical access.
<b>Easements and restriction on use</b>	<p>The site is burdened by the following easements:</p> <p>(A) Easement to Drain Sewage (Green)</p> <p>(B) Easement for Services (Orange)</p> <p>(C) Right of Carriageway (Yellow)</p> <p>(D) Easement for services (Blue)</p>
	
<b>Aboriginal sites</b>	nil identified on-site
<b>Threatened species</b>	nil identified on-site
<b>Grasslands</b>	nil identified on-site
<b>Rivers/streams</b>	not applicable
<b>Effluent disposal</b>	Council sewer system.
<b>Prevailing winds</b>	nil impact
<b>Other matters</b>	nil

## The provisions of any environmental planning instrument

### State Environmental Planning Policies

The proposal has been assessed against the provisions of all known SEPP's. The development has been found **to** achieve an acceptable level of compliance in regards to the Building Sustainability Index: BASIX, Resilience and Hazards and Precincts – Regional SEPP's. However, the development has been found **to not** meet the provisions of the Biodiversity and Conservation SEPP 2021.

The SEPP's examined include (where applicable):

#### State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

The BASIX scheme was established to encourage sustainable residential development. An application for a development consent in relation to certain kinds of residential development must be accompanied by a list of commitments by the applicant as to the manner in which the development will be carried out. The applicant has provided an in date BASIX certificate and as such is compliant with the requirements of the State Environmental Planning Policy (Building Sustainability Index: BASIX).

#### State Environmental Planning Policy (Biodiversity and Conservation) 2021

The development proposal includes the removal of several trees and shrubs. The subject site is zoned RU5 - Village under the Snowy River Local Environment Plan 2013. The RU5 zone is a zone to which this policy applies.

The site comprises of a mix of native vegetation and exotic, with seven (7) native trees to be removed. The species of trees to be remove are various subspecies of Eucalyptus.

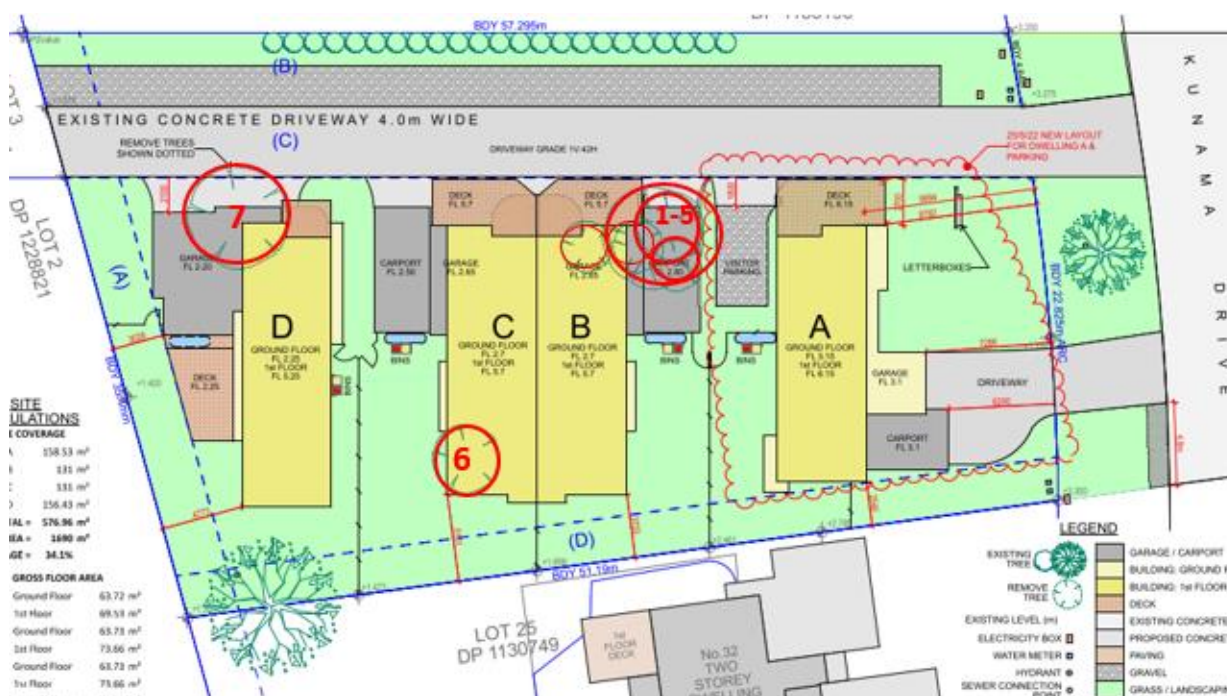


Figure 12: Location of trees to be removed shown in red.



Figure 13: Trees 1 – 5, 6 and 7 to be removed

The size of the trees to be removed range from 3m to 16m in height. The location of the trees are within the Terrestrial Biodiversity mapped area.

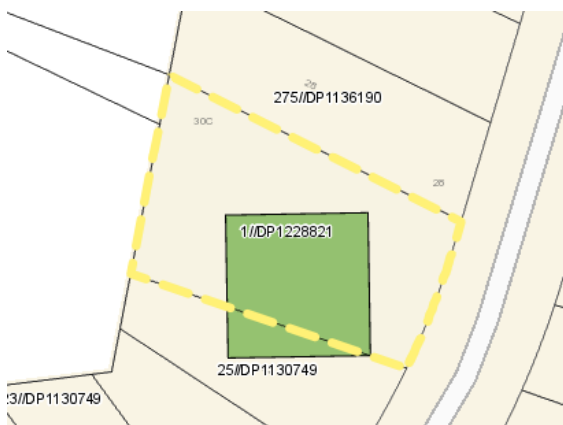


Figure 14: SR LEP Terrestrial Biodiversity map

The removal of the trees does not exceed the biodiversity offset scheme threshold, they do not form part of a heritage item or located within heritage conservation area, nor do they form part of an Aboriginal object or part of an Aboriginal Place of significance or heritage conservation area.

However, it is noted that if the development was not as extensive and did not proposed the development of four (4) units is maybe possible to retain tree 7.

Whilst the development has been considered to achieve an acceptable level of compliance with respect the principles in part 3 it is clear that the development as proposed has not considered the impact it will have on the existing native vegetation. No consideration has been made in the design of the development to retain any of the subject trees mapped as “biodiversity” under the Snowy River LEP 2013.

#### State Environmental Planning Policy (Resilience and Hazards) 2021

Under the provision of clause 7 (I)(a) Council has considered whether the land is that contaminated and has concluded that it is unlikely that the site is contaminated. Therefore, Council is satisfied that the site is suitable for use as residential accommodation.

### State Environmental Planning Policy (Precincts - Regional) 2021

Does not apply as the land is not within a catalyst precinct and is therefore not subject to the provisions of the SEPP or the Snowy Mountains Special Activation Precinct – Master Plan 2022 as such the provisions of the SR LEP and SR DCP prevail.

### **Permissibility of the development under the Snowy River Local Environmental Plan 2013**

- The subject land is zoned: RU5 - Village
- Definition of land usage under SRLEP 2013: Multi-dwelling housing
- The proposal is permissible with development consent from Council pursuant to Zone *RU5* of the SRLEP 2013.
- The proposal **is not** considered to be consistent with the aims and objectives of the plan.

In the assessment of this application, the following special provisions from SRLEP 2013 are of relevance and have been assessed for compliance:

#### **Permissibility**

The subject land is zoned: RU5 - Village under the Snowy River LEP 2013 (SRLEP) and Multi dwelling housing is permitted with consent.

***Multi Dwelling Housing*** means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building.

***Note:*** Multi dwelling housing is a type of **residential accommodation**

***Residential accommodation*** means a building or place used predominantly as a place of residence, but does not include tourist and visitor accommodation or caravan parks.

The subject land is located in zone RU5 – Village in which residential accommodation is permissible however in order for a land use to be approved the development must comply with the definition as well as the provisions of the plan. In this case the development needs to demonstrate that it meets the first test of assessment being that it meets the objectives of the zone.

#### **Objectives of zone**

- To provide for a range of land uses, services and facilities that are associated with a rural village.
  - To protect and conserve the historical significance, character and scenic quality of rural village settings.
  - To encourage and provide opportunities for population and local employment growth.
  - To ensure that development in village areas is compatible with the environmental capability of the land, particularly in terms of the capacity of the land to accommodate on-site effluent disposal.
-

## Existing Urban Character

Every town or city has a distinctive or unique character, or characteristics. The physical attributes of a place are critical (e.g land use or urban grain) and urban character is also a product of the way that people use or relate to the space.

Urban grain is essentially a description of the pattern of plots in an urban block and when this pattern is dominated by small plots it is described as fine urban grain. There are 36 lots in the first stage of the Kunama Drive, referred to below as 'The Ridge', catchment area. The lots in this area average in size around 800m<sup>2</sup> and are considered to be fine urban grain. However the way in which people relate to space in this area is reflective of the zone and the previous development constructed in the area.

Whilst this area of East Jindabyne is zoned RU5 Village and has the ability to cater for a variety of household types, there is a strong existing character in the surrounding area which is dominated by detached single storey single dwellings and dual occupancies. This has resulted in an area with a low density residential character.

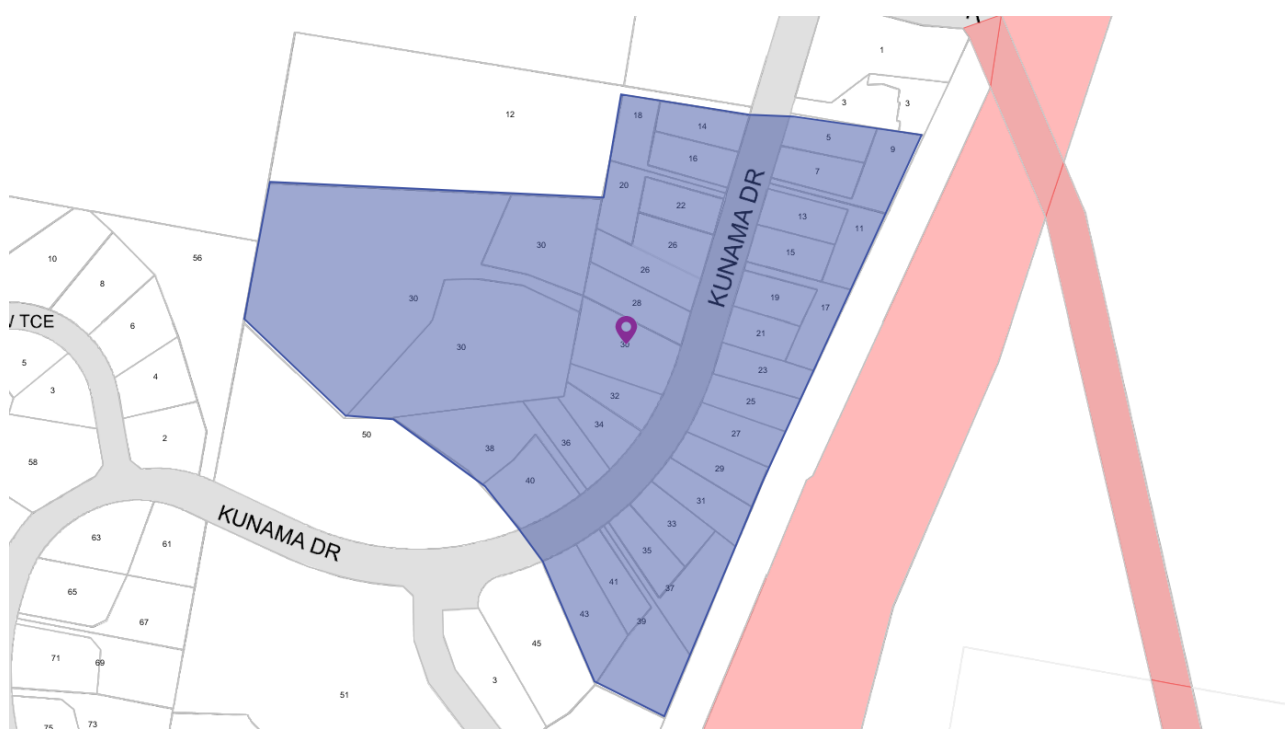


Figure 15: 'The Ridge', catchment area

Figure 16 below, shows the makeup of the existing and or approved residential development within "The Ridge" catchment area. Out of the 32 developed lots 25 (78%) have single dwellings approved or constructed with the remaining 7 (22%) being dual occupancies. There are no multi dwelling developments approved or constructed within this catchment.

Images 1 – 7 show the nature of the development found immediately adjoining or adjacent to the subject site along Kunama Drive.

8.1 DEVELOPMENT APPLICATION 10.2022.60.1 MULTI DWELLING HOUSING (4 UNITS) & STRATA SUBDIVISION

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Figure 16: Current developments & Approvals (S = Single dwelling D = Dual Occupancy)



Image 1: 28 Kunama Drive (adjoining to the north of the proposed development site)



*Image 2: 32 Kunama Drive (adjoining to the south of the proposed development site)*



*Image 3: 34 Kunama Drive (to the south of the development site)*



*Image 4: 31 & 33 Kunama Drive (south of the development site on the other side of Kunama Drive)*

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*Image 5: 29 Kunama Drive (south of the development site on the other side of Kunama Drive)*



*Image 6: 27 Kunama Drive (south of the development site on the other side of Kunama Drive)*



*Image 7: 25 Kunama Drive (directly opposite of the development site)*

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Figure 17: Elevations of the proposed development when viewed from Kunama Drive

Figure 16 and Images 1 -7 demonstrate and illustrate the predominate character as that of a low density residential area.

A broader catchment area, including both the Ridge and Alpine Sands areas, is shown in Figure 18. Within this catchment there is only one (1) development for more than a dual occupancy.

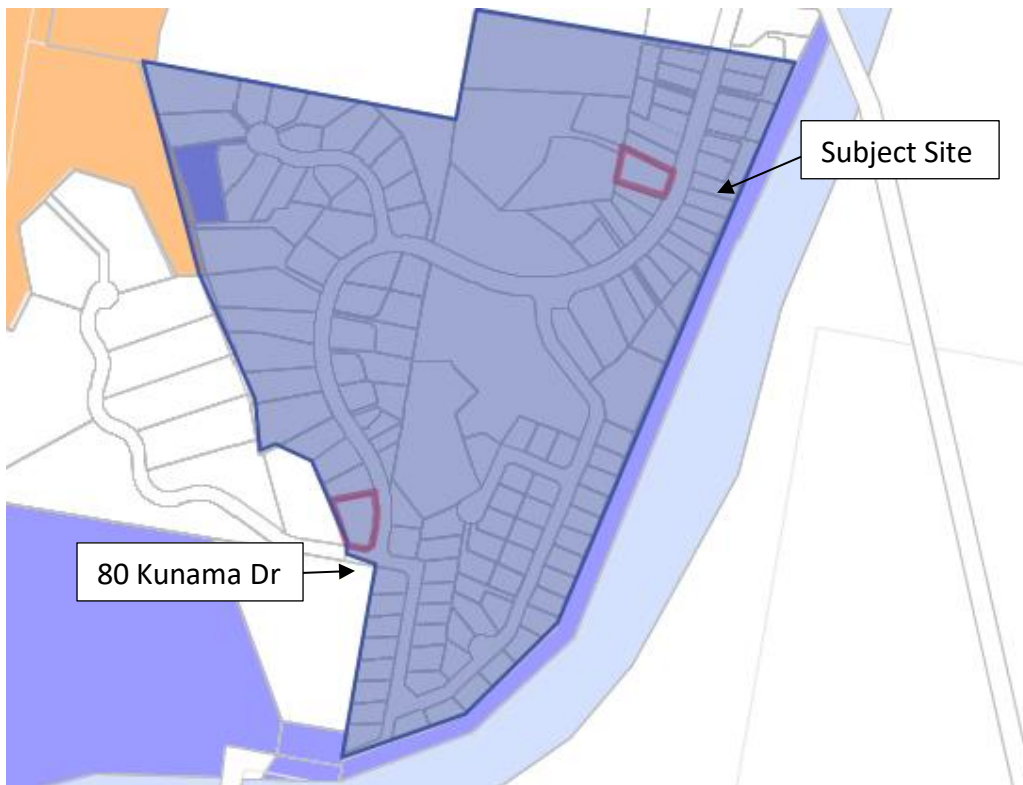


Figure 18: Broader catchment area, including both the Ridge and Alpine Sands areas

80 Kunama Drive, images 8 & 9, has been developed with 8 Serviced Apartments. These units have been designed to present to the street as single storey and has street facing elevation which incorporates design that is well articulated and is consistent with a traditional street façade.



Image 8: Street view of 80 Kunama Drive looking west



Image 9: Street view of 80 Kunama Dr looking south

The proposed development is for multi dwelling housing (units) which are considered to be medium to high density and a density that typically found in R1 zones and not consistent with the predominate urban grain within both the immediate and broader catchment areas. It is therefore considered that the proposed development is completely out of character of the area and does not meet the objective to protect and conserve the character of east Jindabyne as a rural village.

### Principal development standards

#### Clause 4.1 Minimum subdivision lot size

No minimum lot size as per clause 4.1(4)(a) which states:

This clause does not apply in relation to the subdivision of any land:

- a) by the registration of a strata plan or strata plan of subdivision under the *Strata Schemes Development Act 2015*.

#### Clause 4.1A Minimum lot size for dual occupancies, multi dwelling housing and residential buildings in certain rural and residential zones

The subject land is 1690m<sup>2</sup> in size, which is larger than the required 1050m<sup>2</sup> for Multi-dwelling housing in RU5 and as such satisfies clause 4.1.

#### Clause 4.3 Height of building

The development complies with all buildings under the 9m maximum height limit.

#### Clause 4.4 Floor space ratio

The development complies - The below calculations demonstrates that the development complies with the relevant ratio when calculated in accordance with the definitions of the **floor space ratio** and **gross floor area** in the Snowy River LEP 2013.

The definition of **floor space ratio** (FSR) is the ratio of the gross floor area of all buildings within the site to the site area.

**The gross floor area** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes—

- (a) the area of a mezzanine, and

- (b) habitable rooms in a basement or an attic, and*
- (c) any shop, auditorium, cinema, and the like, in a basement or attic,  
but **excludes**—*
- (d) any area for common vertical circulation, such as lifts and stairs, and*
- (e) any basement—*
- (i) storage, and*
- (ii) vehicular access, loading areas, garbage and services, and*
- (f) plant rooms, lift towers and other areas used exclusively for mechanical services  
or ducting, and*
- (g) car parking to meet any requirements of the consent authority (including access  
to that car parking), and*
- (h) any space used for the loading or unloading of goods (including access to it), and*
- (i) terraces and balconies with outer walls less than 1.4 metres high, and*
- (j) voids above a floor at the level of a storey or storey above.*

The below calculations demonstrates that the development complies with the 0.5:1 ratio.

Clause 4.5 Calculation of Floor Space Ratio

The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map which for the subject site is a ratio of 1:0.5 (50%).

Ground Floor

Unit D	Unit C	Unit B	Unit A	Total
79m <sup>2</sup>	62m <sup>2</sup>	62m <sup>2</sup>	59m <sup>2</sup>	262m <sup>2</sup>

8.1 DEVELOPMENT APPLICATION 10.2022.60.1 MULTI DWELLING HOUSING (4 UNITS) & STRATA SUBDIVISION

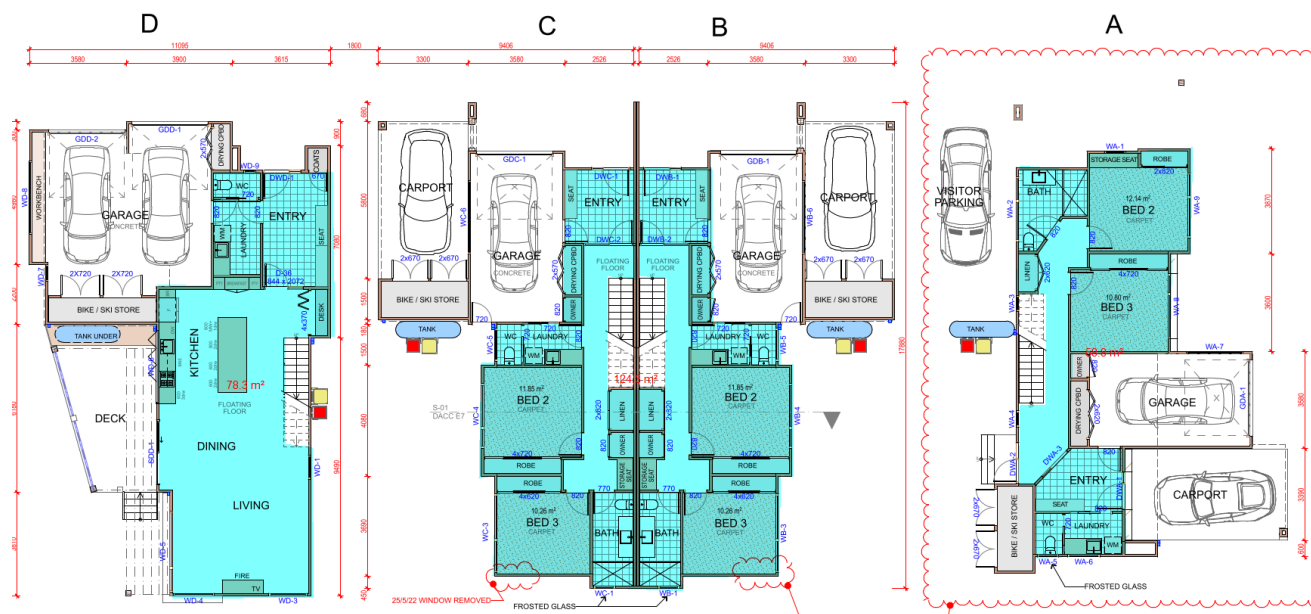


Figure 19: Ground Floor Habitable Space

Upper Floor

Unit D	Unit C	Unit B	Unit A	Total
78m <sup>2</sup>	75m <sup>2</sup>	75m <sup>2</sup>	72m <sup>2</sup>	300m <sup>2</sup>

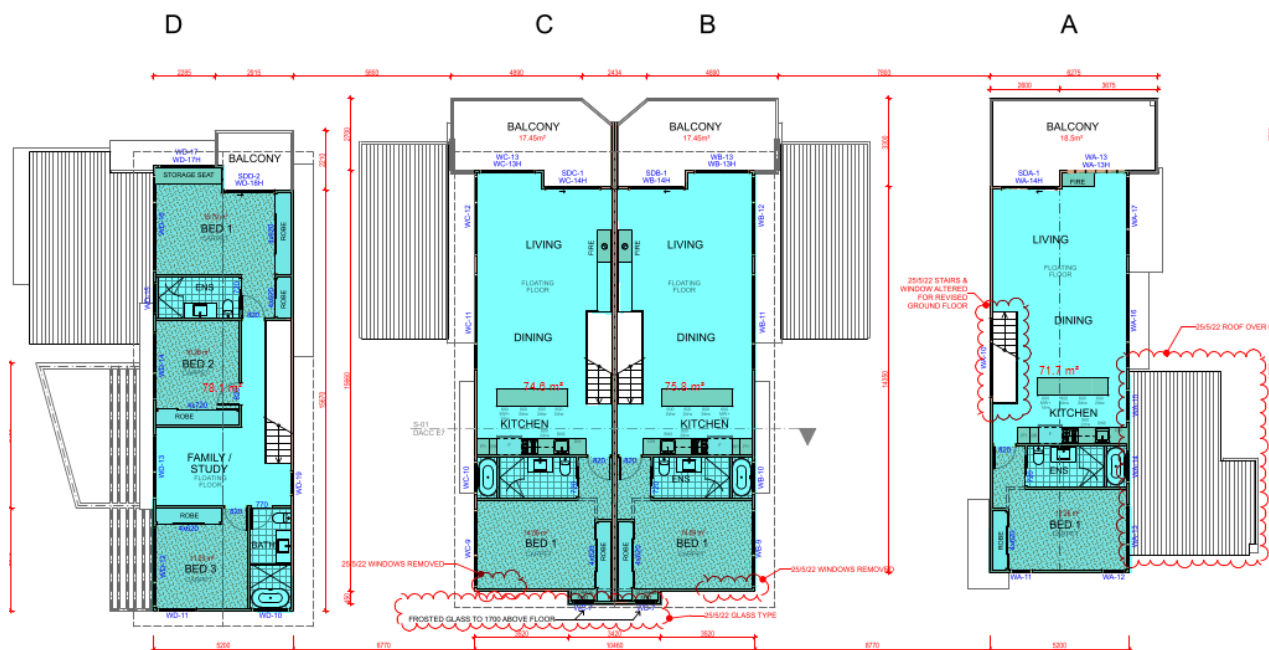


Figure 20: Upper Floor Habitable Space

FSR Calculation

Lot Size	Allowable FSR (1:0.5)	Ground Floor	Upper Floor	Proposed FSR
1690m <sup>2</sup>	845m <sup>2</sup>	262m <sup>2</sup>	300m <sup>2</sup>	562m <sup>2</sup>

The allotment is 1690m<sup>2</sup> and the proposed gross floor area (GFA) is 562m<sup>2</sup> resulting in the FSR being 0.33: 1 and is below the permissible FSR of 0.5: 1.

#### Clause 7.2 Terrestrial biodiversity

The property is mapped Biodiversity” on the [Terrestrial Biodiversity Map](#) as such this clause applies.

The objective of the clause is to maintain terrestrial biodiversity by—

- (a) protecting native fauna and flora, and
- (b) protecting the ecological processes necessary for their continued existence, and
- (c) encouraging the conservation and recovery of native fauna and flora and their habitats.

(3) Before determining a development application for development on land to which this clause applies, the consent authority must consider—

- (a) whether the development is likely to have—
  - (i) any adverse impact on the condition, ecological value and significance of the fauna and flora on the land, and
  - (ii) any adverse impact on the importance of the vegetation on the land to the habitat and survival of native fauna, and
  - (iii) any potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land, and
  - (iv) any adverse impact on the habitat elements providing connectivity on the land, and
- (b) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.

Consideration has been made of the above points and is identified that the development is proposed to remove all seven (7) native trees found within the site. The applicant has not demonstrated any measures to avoid minimise or mitigate the impacts of the development as required by clause (3)(b).

(4) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—

- (a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or
- (b) if that impact cannot be reasonably avoided by adopting feasible alternatives—the development is designed, sited and will be managed to minimise that impact, or
- (c) if that impact cannot be minimised—the development will be managed to mitigate that impact.

The proposed development has not been designed, sited and will be managed to avoid any significant adverse environmental impact and has not adopted any alternatives to managed or minimise the impact. It is reasonable to conclude that if the development had a lesser footprint and in keeping with the surrounding predominant residential built form character of the area the

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impact on the vegetation on site could be minimised or mitigated. Therefore, the proposed development is considered to be unsatisfactory in regards to clause (4) (a) (b) and (c).



Figure 21: SR LEP 2013 Terrestrial Biodiversity map

In summary, the proposed design of the development has not reasonably addressed alternatives to retain any of the subject trees mapped as “biodiversity” under the Snowy River LEP 2013 or manage the impact. Therefore, the proposed development is considered unsatisfactory in terms of Clause 7.2.

#### Clause 7.9 Essential services

The development complies – the subject site has all services currently available or adequate arrangements can be made to make them available when required and as such the application complies with the provision of this clause with respect to adequate provision of essential services.

#### Clause 8.3 Master plans for growth areas

Clause 8.3 is not relevant to this application as it is not within an identified growth area. The mapping shown in Figure 21 is the SAP area growth areas for East Jindabyne. The mapping shown in Figure 22 shows that no change was made to the zoning and that the subject site is outside the area proposed for the growth.



Figure 22: East Jindabyne Growth Precinct (SAP)

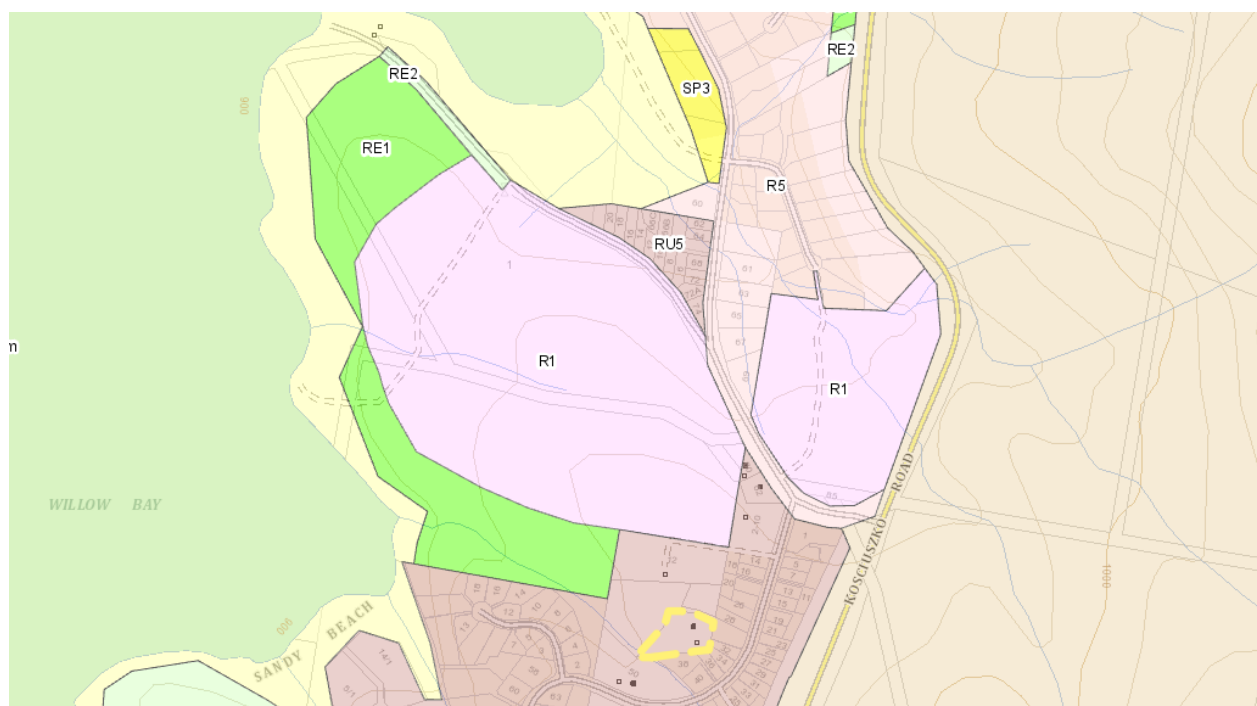


Figure 23: Zoning Map after SAP implementation

The proposal has been examined in detail against the provisions of Council's LEP and has been found **not to** achieve a level of compliance.

### **Provision of any proposed Environmental Planning Instruments**

There are no proposed environmental planning instruments applicable to the subject land.

### **Assessment against the relevant provisions of Snowy River Development Control Plan 2013**

In the assessment of this application, the following DCP provisions are of relevance and have been assessed for compliance:

### **C General planning considerations**

Provision	Response/Acceptable Solution
<p>C1 Subdivision</p>	<p>The development is proposed as a four (4) lot strata subdivision.</p> <p>Section C3.1-2 Rights of Carriageway for Subdivision is applicable when the proposal is for the creation of new allotment which are required to have a right-of-way created in order to access the land. The proposed development is not using the ROC as the registered proprietor of the land has the ability utilise the land and is not required to be listed as a benefited lot for the ROC.</p> <p>(See attachment 9: Letter From Alpine Law Regarding Easements/Restriction )</p> <p>Therefore the proposed strata subdivision does not increase the number of lots being serviced by the ROC and does not trigger the requirement for a public road.</p>
<p>C2 Design</p> <p>C2.1-1 Visual Landscape Character Assessment</p> <p>When assessing visual impacts of the proposed development consideration must be given to:</p> <ul style="list-style-type: none"> <li>• Important visual features and the landscape character of the site and surrounding land;</li> <li>• Minimising the visual impact of the development on views from public areas, including public roads;</li> <li>• Reducing the visual impact of driveways and of the provision of services to the development;</li> <li>• Reducing the visual impact of proposed buildings by ensuring that external finishes are non-reflective and of a colour that blends in with the surroundings; and</li> <li>• Ensuring fencing and building</li> </ul>	<p><b>1. Visual &amp; Scenic Impact</b></p> <p>1.1 Visual Landscape – <u>Unsatisfactory</u> – The proposal requires the removal of all existing trees from the lot and the replanting of 6 ‘Snow Gums’ in the front setback to screen the building from the street. Snow gums are a slow growing species and not suitable as a screening species and will take many years to provide any sort of softening to the appearance of the units.</p> <p>a) The required number of car spaces and the constraints of the site have resulted in the proposed development to be completely out of character of the surrounding area. The landscape characteristics predominate in the area are single storey dwellings which address the street with front gardens and generally single crossovers. The proposed design is essentially presenting to the street with an elevation which would traditionally be considered a side elevation and as such the proposed roof line has been considered to have increased the bulk of the building excessively. The impact of the development on the visual landscape is considered not to be complimentary to the existing built</p>

<p>styles are compatible with the visual character of the area.</p> <p>C2.1-5 Building Design</p> <p>f) Building heights are similar to those in the surrounding landscape with taller buildings sited so as to minimise impacts on the landscape.</p> <p>C2.1-6 Landscaping</p> <p>a) The design of any new development must integrate with the landscape, by building on and incorporating existing landscape features such as vegetation and rocky outcrops.</p> <p>b) Development must not involve the removal of bush rock or significant areas of vegetation.</p> <p>c) Planting is to be located to soften the view of the development from any existing public roads and public vantage points.</p> <p>C2.2-1 Site and Building Layout</p> <p>a) The design of new development should allow for natural surveillance</p>	<p>environment and is foreseen to have a detrimental impact to the streetscape.</p> <p>1.2 Building on ridge lines – N/A</p> <p>1.3 N/A</p> <p>1.4 N/A</p> <p>1.5 Building Design (a-e, g &amp; h) – <i>Satisfactory</i> – The materials are not reflective finishes and there is no proposal for excessing excavation.</p> <p>(f) Unsatisfactory - The building height is compliant with the maximum height or 9m however it is considered that the design of the proposal is not similar those in the surrounding landscape (when viewed from the street). There are examples of 2 storey development but they have been articulated to minimise their impact on the landscape, it is considered that there has been no such consideration in relation to this proposal.</p> <p>1.6 Landscaping – <i>Unsatisfactory</i> – The development is proposed to remove all seven (7) native trees found within the site. The applicant has not demonstrated any measures to incorporate the existing vegetation into the design.</p> <p>The proposal incorporates the replanting of 6 ‘Snow Gums’ in the front setback to screen the building from the street. Snow gums are a slow growing species and not suitable as a screening species and will take many years to provide any sort of softening to the appearance of the units.</p> <p>The proposed landscaping plan includes planting in the front setback is proposed to soften the view of the development from Kunama Drive, however it is considered that the planting of 6 slow growing trees and the placing of several boulders is considered to be insufficient and inappropriate landscaping.</p> <p>1.7 View Sharing – <i>Satisfactory</i> – there are no foreseen unreasonable impacts to views given the development is below the max height limit.</p> <p><b>2. Crime Prevention Through Environmental Design</b></p> <p>2-1 Site and Building Layout – <i>Unsatisfactory</i> (a) &amp; (d)</p>
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<p>to and from the street and between individual dwellings, accommodation units or commercial units within the site.</p> <p>d) Windows, doorways and balconies are to be offset to allow for natural surveillance while at the same time protecting privacy.</p> <p>C2.2-2 Lighting</p> <p>a) Lighting is to be provided to enable natural surveillance, particularly in entrances and exits, service areas, pathways and car parks.</p> <p>b) All entrances and exits must be well lit and clearly identifiable after dark by appropriate lighting.</p> <p>c) Service areas such as garbage areas and loading bays must be well lit.</p> <p>d) Lighting should be designed so that it doesn't produce areas of glare and shadow.</p> <p>e) All lighting must be vandal resistant and easy to maintain.</p> <p>C2.2-3 Landscaping</p> <p>a) Avoid landscaping which obstructs casual surveillance and allows intruders to hide.</p> <p>c) Avoid large trees and shrubs and building works that could enable an intruder to gain access</p>	<p>The proposed development does not allow for natural surveillance to and from the street and between individual dwellings and the doorways and balconies have not been offset to allow for natural surveillance.</p> <p>All other standards are either not applicable or are considered satisfactory.</p> <p>2-2 Lighting</p> <p>No details have been provided in regards to a lighting plan, this could be managed through a condition of consent should the application be approved.</p> <p>2-3 Landscaping – <i>Unsatisfactory</i> (a) &amp; (c)</p> <p>The proposed landscaping in the front set back is for 6 gumtrees which once grown will have the potential to obstruct any opportunity for Unit A (the only unit the ability to see the street) to undertake casual surveillance and could enable an intruder to gain access.</p>
<p>C3 Car-parking, Traffic &amp; Access</p>	<p>Car Parking Requirements</p> <p>The required car parks per residence (in accordance with Table C3. 4-2) are as follows;</p> <p>Dwelling 1 (3 bedrooms) – 2 car spaces</p> <p>Dwelling 2 (3 bedrooms) – 2 car spaces</p> <p>Dwelling 3 (3 bedrooms) – 2 car spaces</p> <p>Dwelling 4 (3 bedrooms) – 2 car spaces</p>

	<p>Visitor Spaces - 1 car space</p> <p>Total = 9 car spaces</p> <p>The development meets the required number of spaces.</p>
<p>5 Car parking</p> <p>Objectives</p> <ul style="list-style-type: none"> <li>• To integrate the location and design of car parking in the design of the development.</li> <li>• To ensure that car parking and service vehicle areas are pleasant and safe areas to park.</li> <li>• To minimise vehicle and pedestrian conflict and improve pedestrian safety.</li> <li>• <u>To ensure that the location and design of car parking does not result in detrimental affects on the streetscape and adjoining or nearby properties</u></li> </ul>	<p><u>Satisfactory (design)</u> - The proposed development has met the design standards of C3.3-1 as all car spaces are either incorporate into the building line or are located behind the building line, are able to be entered and existed in a forwards direction and have been designed in accordance with AS/NZS 2890.1 2004.</p> <p><u>Unsatisfactory (objectives)</u> - However, objective dot point 4 of C3 (5) Car Parking is the location and design of car parking will not result in a detrimental effect on adjoining or nearby properties.</p> <p>The proposed development will have 3 units being accessed via a driveway which travels along the properties northern boundary. There is an existing dwelling located on the adjoining lot which is located approximately 1.2m from the boundary. A review of council's records and the approved floor plan for the dwelling shows several habitable rooms, including living and bed rooms, being located on the southern side of the dwelling.</p> <p>The foreseen impacts on the neighbouring development associated with traffic include noise and light pollution.</p> <p>It would be reasonable for a resident in an area where the predominate characteristic is single or dual occupancy dwellings that at a minimum one dwelling would be accessed directly of Kunama Drive with the potential of a second dwelling being required to be accessed at the rear.</p> <p>When determining the number of vehicle movements the Snowy River Geometric Road Design - AUS-SPEC-1 document applies a traffic generation rate of 10 vehicles per day (vpd)/for single dwelling allotments.</p> <p>Therefore it is reasonable to conclude that a expectation would be for a neighbouring property to be subject to the noise and light pollution of 10</p>

	<p>vehicle movements per day.</p> <p>However, in the case of this development the proposal is for 3 units to be accessed via the existing driveway/ROC within the property and resulting in a total of <b>30 traffic movements per day</b>. This is 3 time the anticipated expected traffic impact.</p> <p>The siting and design of a development can minimise noise and light pollution from sources such as traffic. It is considered that the proposed development will increase the number of traffic movements impacting the adjoining residence beyond a reasonable level and as such does not meet objective 4 of C3 (5) Car Parking.</p>
<p>6. Car Parking Provision Objectives</p> <ul style="list-style-type: none"> <li>To provide sufficient, safe and convenient parking facilities to meet user requirements and ensure that development is self-sufficient in the provision of off street parking.</li> <li>To reduce the need for kerbside parking and encourage the use of roadways for the free flow and movement of vehicles.</li> </ul>	<p>Visitor car parking and mailbox structure was initially proposed in the easement and which is not acceptable and additional information was requested. Amended plans were provided showing the mailbox structure to be located in the front setback and not in an easement which is considered to be satisfactory. The visitor car parking has been relocated in front of the building line and accessed directly from Kunama Drive. This is not acceptable and additional information was requested.</p> <p>Further amended plans were provided which is located between Units A &amp; B. The location meets the development standards of the DCP controls, however it is considered that the location of the car park may not be conveniently located or easily identified as visitor parking. The road reserve along Kunama Drive is a grass verge and was not designed to cater for on-street parking. It is reasonable to foresee that visitors or any overflow cars will park on the verge instead of the visitor car park and that visitors will engage in kerbside parking which is considered to have unreasonable impact on the streetscape and create potential unsafe road conditions.</p>
C5 Tree preservation & Landscaping	<p>Landscaping requirements for the development are required to met category 2 provisions as it is not a single dwelling house or dual occupancy. Therefore the landscaping requirements are to have a significant cumulative impact rather than</p>

	<p>specific to an individual site.</p> <p>The development is proposed to remove all seven (7) native trees found within the site. The applicant has not demonstrated any measures to incorporate the existing vegetation into the design.</p> <p>The proposal incorporates the replanting of 6 'Snow Gums' in the front setback to screen the building from the street. Snow gums are a slow growing species and not suitable as a screening species and will take many years to provide any sort of softening to the appearance of the units.</p> <p>The proposed landscaping plan includes planting in the front setback is proposed to soften the view of the development from Kunama Drive, however it is considered that the planting of 6 slow growing trees and the placing of several boulders is considered to be insufficient and inappropriate landscaping.</p> <p>As such it is considered that the proposed landscaping plan will not achieve the desired requirements of a category 2 development.</p>
C9 Energy & Waste Efficiency, Water Supply & Effluent Disposal	<p><u>Satisfactory</u> - The development is subject to the requirements of the State Environmental Planning Policy BASIX 2004 and has provided a compliant certificate.</p>
C10 Waste management & Recycling	<p><u>Unsatisfactory</u> - Councils waste and recycling collection services are available to the site. The proposed development indicates that bin storage will be stored individually in the rear court yard of each unit.</p> <p>Clause 4.1 (b) requires that development application plans and drawings must show:</p> <ul style="list-style-type: none"> <li>• Storage space and layout for bins - ✓</li> <li>• Storage room for bulky waste – x (assumed that this will be managed within the Strata lots of each unit.</li> <li>• Waste collection point(s) for the site - ✓</li> <li>• Path of access for users and collection vehicles - x</li> <li>• Layout and dimensions required to accommodate collection vehicles when on-site collection is required – ✓ (see below)</li> </ul>

#### Proposal Requirements:

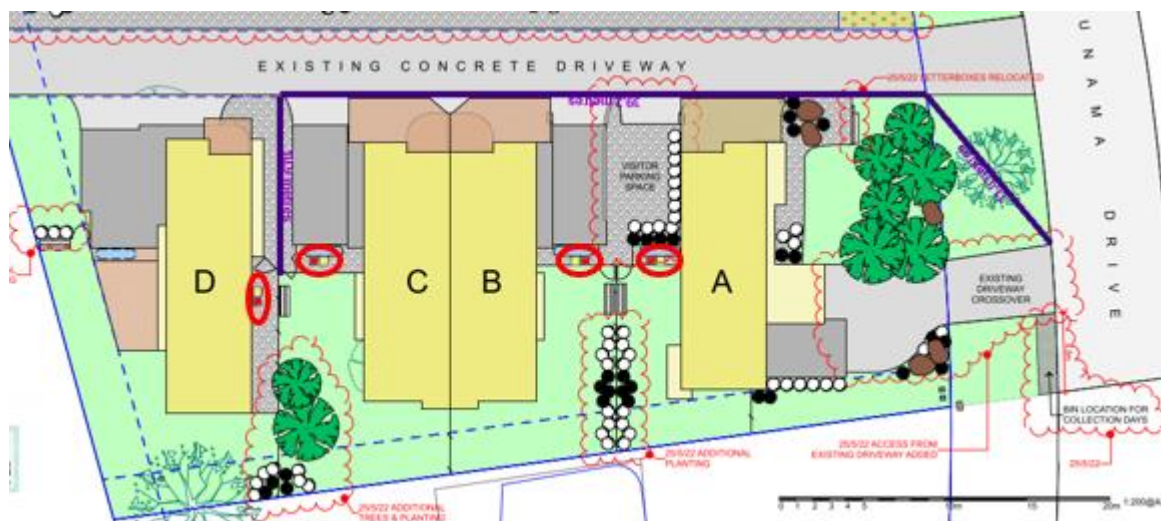
Lot 1 - 4 x waste & 4 x recycling

The site plans show that the bin location for pick up days is located at the southern end of the property street frontage with a street frontage of 4.8m.

In accordance with the indicative bin sizes table (see below calculations) a minimum of 5m is required to fit all bins without any bin separations. It is recommended by council that a minimum 1m separation is required for the safe collection of bins by Councils waste collection trucks, however a separation of 500mm is considered a reasonable separation.

As such a total street frontage required is 8.5m, as such the allocated 4.8m is considerably under sized and as such **unsatisfactory**.

Clause (e) also states that the desired maximum travel distance for a 240L bin is 50m and for 360L bin 10m. The travel distance for unit D is approximately 60m and well over the desirable distance and considered to be **unsatisfactory**.



#### Indicative Bin Sizes

Bin Type	Height	Depth	Width
240L	1060mm	730mm	580mm
360L	1090mm	840mm	675mm
1100L	1370mm	980mm	1250mm

Note: these dimensions are a guide only.

Typical 240L bin width = (0.58m x 4) = 2.32m width requires for 4 general waste bins

Typical 360L bin width = (0.84m x 0.675m) = 2.7m width requires for 4 recycling bins

Total without any bin separation = 5m

Separation of bins (1m x 7) = 7m or (500mm x 7) = 3.5m

*Note - Under the helpful hints regarding kerbside collection on Councils website it suggests a separation between bins of 1m to ensure collection of waste.*

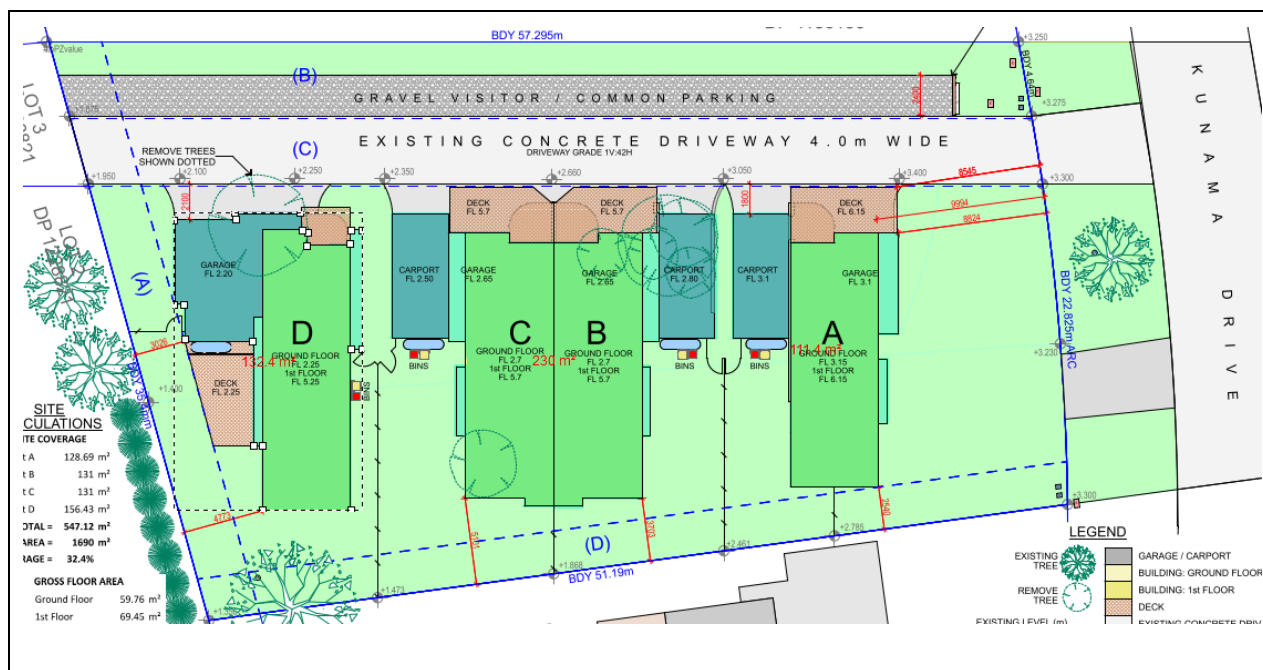
## D1 Residential Accommodation

### 3. Site Planning & layout

Provision	Response/Acceptable Solution
<u>D1.1-1 Site Planning</u> Development should be appropriately located on the site to: <ul style="list-style-type: none"><li>consider the amenity of neighbouring properties is maintained or enhanced;</li><li>consider the impact of the development on views and view sharing;</li><li>facilitate solar access;</li><li>protect significant landscape and vegetation;</li><li>allow for the provision of landscaping and provide room for additional tree plantings to grow to maturity;</li><li>facilitate the efficient use of the site;</li></ul>	<u>Unsatisfactory</u> - The proposed development is orientated with the entry to the units facing the northern side boundary and the rear of the building facing the southern side boundary. The submitted information fails to demonstrate that during the design process the amenity of neighbouring properties, to be maintained or enhanced, has been considered.  The submitted information fails to demonstrate that there has been consideration for the provision of landscaping and provide adequate room for additional tree plantings to grow to maturity.
Minimum lot size	<i>The subject site complies with clauses 4.1A</i>
Site coverage	Satisfactory - In accordance with the Table D1.1-3 for the zone of RU5 the maximum site coverage for multi dwelling housing is 40%.  The subject site is 1690m <sup>2</sup> and the proposed site coverage is 474m <sup>2</sup> which equates to 28%.

Unit A	Unit B & C	Unit D	Total
111.5m <sup>2</sup>	230m <sup>2</sup>	132.5m <sup>2</sup>	474m <sup>2</sup>

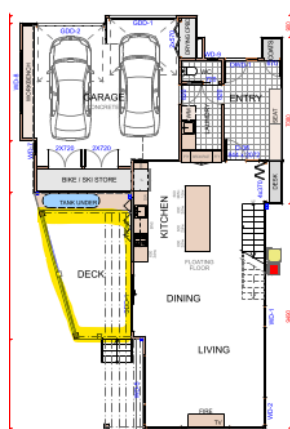
8.1 DEVELOPMENT APPLICATION 10.2022.60.1 MULTI DWELLING HOUSING (4 UNITS) & STRATA SUBDIVISION



## Open space

### D1.1-4 Private Open Space

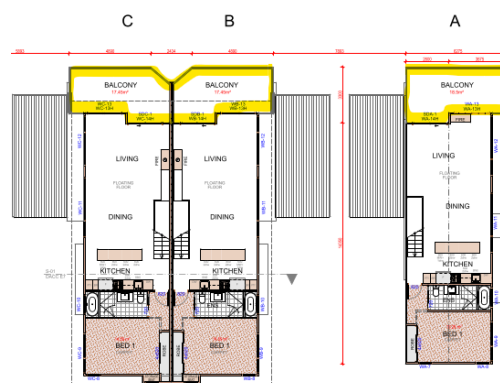
- Private open space is to be provided to each dwelling and is to be designed to meet the needs of occupants.
- Private open space is to be capable of serving as an extension of the dwelling for relaxation, dining and entertainment and is to have direct access from the major living area of the dwelling.



- Private open space is located to maximise views, natural features

- Private open space (POS) has been provided for each unit.
- All units have the proposed POS located along the northern elevation and has access to direct access from the major living area.

Note: the balcony areas for units A, B & C are connected to the living space and as such is considered POS, the ground floor court yards are not connected to any major living spaces and as such are excluded from any further consideration.

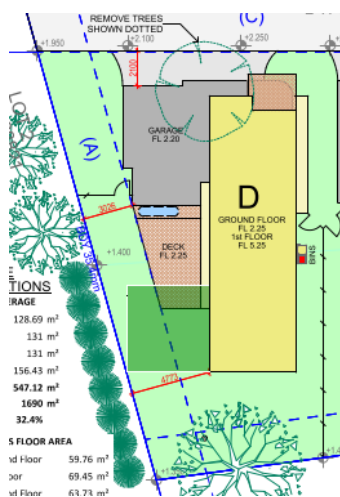


- The location of the development does not allow for any significant views to be

and orientation.

d) Private open space at ground level is to:

- Be orientated to the north (where possible)
- Be protected from unfavourable winds
- Have a minimum area of 25m<sup>2</sup>
- Have a width of 4 metres
- Be screened as appropriate (shade, privacy and acoustic)
- Receive a minimum 4 hours of uninterrupted direct sunlight per day



Unit D POS

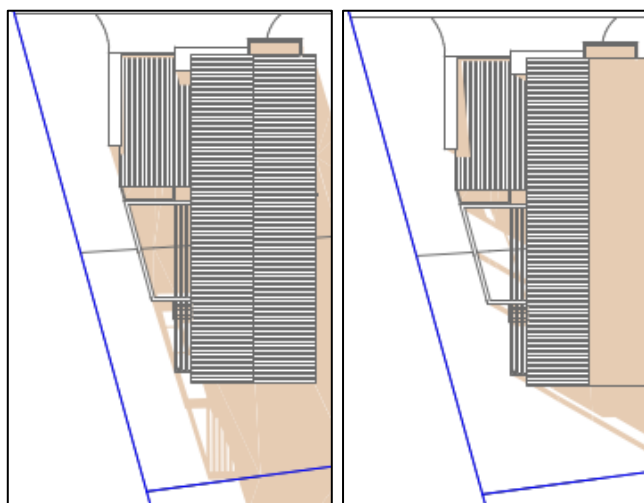
e) Private open space above ground level is to:

- Be orientated to the north
- Have access from the main living area
- Have a minimum area of

captured. However, it is noted that the design of the units has orientated the POS of units A, B & C towards an existing dwelling and fence line across an existing driveway (right of carriage way). Whilst unit D is orientated towards the west and will have the ability to enjoy the vegetation on the adjoin property. It is as such considered that whilst there is no significant views to be captured the design has not considered how to maximize views and the utilisation of existing vegetation.

d) The POS for Unit D is located on the ground floor and as such these standards apply.

- Non-compliant - The proposed POS is orientated to the west.
- Complies - is protected from unfavourable wind.
- Complies - there is an area which is over 4m wide and achieves an area of over 25m<sup>2</sup>.
- Complies - The location of the POS that meets the required 25m<sup>2</sup> is not the deck area it is located in the grassed area. Plan DACC SHAD4 shows that this area receives sunlight from 1 – 4pm.



1200h (June 21)

1500h (June 21)

e) Unit A, B & C have dedicated POS located above ground, as such the development standards of (e) apply.

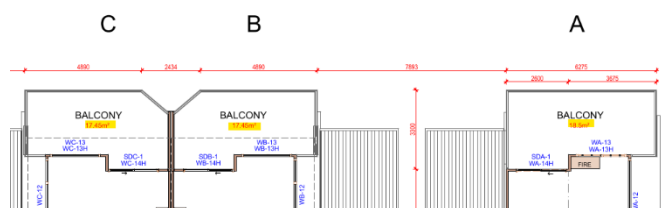
- The balconies are orientated to the north

- 10m<sup>2</sup>
- Have a minimum width of 2 metres

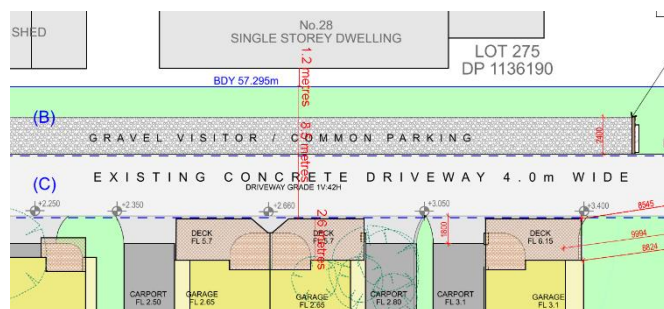
- Not be located facing directly towards adjoining development impacting on their privacy and amenity

- f) Where possible existing trees and natural landscape features (eg rock outcrops) are to be retained and incorporated into landscape design

- All have access from the main living area
- Each balcony is over 10m<sup>2</sup> in size
- Each balcony is a minimum width of 2.6m



- Unsatisfactory – All balconies, including the Juliet balcony from Unit D, are orientated and directly facing adjoining development and are considered to impact of the privacy and amenity of the adjoining development to the north.



- f) The subject development proposes to retain the existing vegetation along the northern boundary, all other vegetation on the site is propose to be removed.

#### 4. Building Envelope

Provision	Response/Acceptable Solution
4.1 Building height	<u>Complies</u> - The height of the proposed development is compliant with those required under clause 4.3 of the SR LEP 2013, as discussed above.  The applicant has provided shadow diagrams and are discussed under 6.1.
4.2 Floor space ratio	<u>Complies</u> - The height of the proposed development is compliant with those required under clause 4.1A of the SR LEP 2013, as discussed above.
4.3 Setback	<u>Complies</u> - The proposed setbacks are compliant with the requirements as laid out in minimum setback table.





#### 5. Building Design

Provision	Response/Acceptable Solution
<p>5.1 Building form</p> <p>D1.3-1 All Residential Development</p> <p>a) New development should respect adjoining development and display “good manners” by:</p> <ul style="list-style-type: none"> <li>• Maintaining an appropriate distance between buildings to protect privacy;</li> <li>• Maintaining a sympathetic scale relationship; and</li> <li>• Ensuring a reasonable sharing of solar access.</li> </ul> <p>b) Built form must respect and follow the natural topography of the site. On sloping sites the building mass must be modeled on stepped in response to the land gradient and avoid concentrating the structural bulk on the uphill or downhill side of the site.</p> <p>c) New development should incorporate architectural relief and modulation of</p>	<p>a) <u>Unsatisfactory</u> – The distance between Units A &amp; B are considered to have had little to no consideration of the dwelling to the south. It is further considered that the as the design is which is essentially sideways has increased the bulk of the building and therefore has not maintained a sympathetic scale relationship to adjoining developments.</p> <p>b) <u>Satisfactory</u> - The subject has a gentle slope and the there is no requirement to step the development.</p> <p>c) <u>Unsatisfactory</u> - The original proposed design included a combination of materials and finishes, however had only small windows, no architectural elements balconies or entry porches.</p>

<p>facades to avoid a bulky appearance. This may be achieved by measures such as: window openings, balconies or terraces, entry porches, staggered wall planes, combination of material and finishes and decorative architectural elements.</p> <p>d) Articulate all street elevations for development on corner allotments.</p> <p>e) Special care should be undertaken on sloping sites where the impact of heights and distances may be exaggerated.</p> <p>f) The roof of the building should be designed so that it does not unduly increase the bulk of the building including:</p> <ul style="list-style-type: none"> <li>Careful selection of materials, colour and pitch; and</li> <li>Use of low angled pitched roofs provided they are compatible with existing development and the existing streetscape character.</li> </ul> <p>g) Council may consider the inclusion of</p>	<p>The northern elevation design is what would traditionally be expected as in an elevation fronting the street. It is well articulated, has a balconies and an entry porches. However, the proposed design is essentially presenting to the street with an elevation which would traditionally be considered a side elevation and as such the proposed roof line has been considered to have increased the bulk of the building excessively.</p> <p>Amended plans have been provided which include the proposal of the garage and carport for Unit A to be accessed from Kunama Drive and have utilise the garage and carport to increase the articulation of the eastern elevation.</p> <p>It is considered that the design of the eastern elevation remains devoid of any significant architectural merit and as such is unsatisfactory.</p> <p>d) Not Applicable as the site is not a corner block</p> <p>e) Not applicable as the site is relatively flat with only a gentle slope.</p> <p>f) <u>Unsatisfactory</u> – the proposed design is essentially presenting to the street with an elevation which would traditionally be considered a side elevation and as such the proposed roof line has been considered to have increased the bulk of the building excessively.</p> <p>The predominant rooflines seen in the area are either a skillion or a gable design, which aid in the reduction of bulk presented to the street (see images 1 – 7 above)</p> <p>The roof line is considered to not be compatible with the existing development and is not in keeping with the existing street character.</p> <p>g) Not Applicable</p> <p>h) The application did not demonstrate how the</p>
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<p>habitable rooms with the roof space.</p> <p>h) The building design, detailing and finish will be appropriate for the region and will consider the major design recommendations contained in the "Snowy River Design Guidelines".</p>	<p>development addressed the "Snowy River Design Guidelines"</p>
<p>5.2 Visual character &amp; streetscape</p> <p>D1.3-3 Visual Character &amp; Streetscape</p> <p>a) A Visual Character Study may be used to determine the components of visual character in a particular area. The prominent characteristics of the neighbourhood should then be identified and considered as part of the site analysis. Note: Visual character is created by many features including: lot sizes, fencing, kerbs, setbacks, spatial separation, access arrangements, street tree planting, native vegetation and private gardens, as well the architecture of individual residences and buildings.</p> <p>b) Development near ridge tops or ridge lines should consider the height, colour and pitch of the proposal to ensure the proposal does not dominate the surrounding area. This may be achieved by ensuring that development is: high quality; relates to a human scale and minimises overshadowing.</p> <p>c) Parking and garages must not dominate the frontage of the dwelling and the front and entry to dwellings must address the street.</p>	<p>a) <u>Unsatisfactory</u> - A Streetscape Assessment was provided as part Development Impact Statement. This has been considered, however it is Councils assessment of the area that it is predominantly characterized with single storey dwellings with large setbacks including native vegetation and private gardens. The predominant architectural style in the area is alpine architecture with either skillion or gable roof lines. The proposed development is consistent in regards to the proposed colour and material schedule, front setbacks and architectural style. The inconsistency with the proposed design and the visual character of the area is that the elevation facing the street would traditionally be considered a side elevation. As such the proposed roof line and architectural features of the northern elevation are not contributing to the streetscape or the character of the area.</p> <p>b) Not Applicable</p> <p>c) <u>Satisfactory</u> - The proposed design will only see the garage and carport for the Unit facing the street and occupies only 7m (approx. 25%) of the street frontage and as such is considered satisfactory.</p>

## 6. Amenity

Provision	Response/Acceptable Solution
<b>6.1 Solar access &amp; overshadow</b>	
<p><b>D1.4-2 Solar Access to Neighbouring Development</b></p> <p>a) A portion of the north facing living area windows of neighbouring dwellings must receive a minimum of 3 hours of direct sunlight between 8am and 4pm or 21 June or if less is being received prior to the development, the proposed development must not further reduce direct sunlight.</p>	<p>a) The applicant has provided solar access diagrams showing the impact of the proposed development on the dwelling to the south. The existing dwelling has a single clerestory window north facing, with the primary living room window located on the western elevation.</p> <p>Plan SHAD5 indicates that from 1pm no part of the north facing window is not impacted from 1pm onwards and that the west facing window is impacted only minimally at 1pm and not impact for the remainder of the time period.</p>
 <p>No32 June21 1pm</p>	 <p>No32 June21 2pm</p>
 <p>No32 June21 3pm</p>	 <p>No32 June21 4pm</p>
<p>b) The private open space of neighbouring dwellings must receive a minimum of 3 hour of direct sunlight between 8am and 4pm on 21 June. The area covered by sunlight must be capable of supporting</p>	<p>b) Plan SHAD5 also indicates the impact on the neighbouring dwellings POS which is a deck servicing the living space on the second floor.</p> <p>The diagram shows that at 1pm the balcony is shadowed by the building containing</p>

<p>passive recreation or if less is being received prior to development, the proposed development must not further reduce direct sunlight.</p> <p>c) Existing solar panels on neighbouring dwellings, which are situated not less than 6 metres above ground level (existing) must retain a minimum of 3 hours of direct sunlight between 8am and 4pm on 21 June.</p> <p>d) Any variation from the above requirements will be subject to a merit assessment having regard to the following: how the proposed development meets the FSR, height, setback and site coverage controls; orientation of the subject and adjoining allotments; topography of the subject site and adjoining allotments; location and level of windows; and shadows cast by existing buildings on neighbouring allotments.</p>	<p>units B &amp; C, is not impacted between 2 pm and 3pm and is impacted again by the Unit D building within the hour of 3-4pm as the shadows move across the western face of dwelling.</p> <p>As such the development does not achieve the requirement of (b) as it reduces the direct sunlight to the area.</p> <p>c) There are no solar panels existing on neighbouring dwellings which will be impacted.</p> <p>d) A variation was not sort to the requirements of (b) and as such is not subject to merit assessment and the application has been determined on the information provided.</p>
<p>6.2 Energy conservation</p>	<p><u>Satisfactory</u> – the application includes a BASIX and Nathers certificate.</p>
<p>6.3 Visual privacy</p>	
<p>D1.4-3 Visual Privacy</p> <p>a) All habitable room windows must be located to minimise any direct viewing of existing habitable room windows in adjacent dwellings by one or more of the following measures:</p> <ul style="list-style-type: none"> <li>○ Offsetting or staggering windows away from those of the adjacent buildings;</li> <li>○ Setting the window sills at a minimum of 1700mm above finished floor level;</li> <li>○ Installing fixed or translucent glazing up to a minimum of 1700mm above finished floor</li> </ul>	<p>The design of buildings can optimize privacy by minimising cross viewing and overlooking to adjoining dwellings. The emphasis of the control is on minimising cross viewing and overlooking from the indoor and outdoor living areas of dwellings to maintain the amenity of the neighbours.</p>

<p>level;</p> <ul style="list-style-type: none"> <li>○ Installing fixed privacy screens outside the windows in question;</li> </ul> <p>b) The windows to the main living and dining rooms must be oriented away from the adjacent dwellings wherever possible, for example oriented to the front or rear of the allotment or a side courtyard.</p> <p>c) Upper floor balconies should be focused to the street or rear yard. Any elevated balconies or balcony returns on the side façade must have a narrow width to minimise privacy impacts on adjoining properties.</p> <p>d) First floor decks, balconies and roof top terraces are not supported where they overlook or have the potential to directly overlook habitable rooms or private open space.</p> <p>e) Screen planting and planter boxes may be used as a supplementary device for reinforcing privacy</p>	<p><u>Original Plans Unsatisfactory</u> - The proposed development on sheet DACC E4 shows the windows of each dwelling overlooking the neighbouring dwelling to the north. It is possible with an alternative design that the window from the main living and dining rooms to be oriented away from the adjacent dwellings. As such it is considered that the design in this case is inadequate and does not meet this standard as there are alternative options available.</p> <p><u>Amended Plans Satisfactory</u> – The amended plans have increased the height of the balustrade for the upper floor balconies which are north-facing.</p> <p>The distance from the balconies to the dwelling is over 9m and compliant with the requirements.</p> <p>The combination of the increased height of the balustrade and distance is considered adequate.</p> <p>(c) <u>Non-compliant</u> - The proposed balconies for all four (4) units are facing the north towards an existing dwelling and are considered to be along a 'side boundary' and therefore will be assessed as a side façade. The proposed balconies are not narrow in design as they have been designed to meet the requirements of POS. As such it is considered that the design in this case is inadequate and does not meet this standard as there are alternative options available which would minimise the privacy impacts on adjoining properties.</p> <p><u>Satisfactory</u> - All four (4) units are facing the north towards an existing dwelling and will have direct view into the habitable rooms. The distance between the windows are at the required 12m and the balconies which are to be used as the primary POS for units A, B &amp; C are over the required 9m of distance from the dwelling to the north.</p> <p><u>Unsatisfactory</u> - The Landscaping plan indicates screening plants that are already planted along the northern boundary. It is noted that these plantings</p>
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protection. However they must not be used as the sole privacy protection measure.

were a requirement of DA0006/2016. There are no proposed changes to the existing screening vegetation along the northern boundary.

The character of the area is for rural fencing between properties, this is what currently exists between 30C Kunama and 32 Kunama (see image 8 Below).

Given the applicant has proposed screening plants units A & B and again between C & D it would be reasonable to expect that the same level of consideration be given to the existing dwelling to the south. However, the proposed landscaping plan does not propose any screening plantings along the southern boundary and whilst the ground floor area of units A & B are not the primary POS it is reasonable to assume that these areas will be utilised. The proposed units A & B are located well within 9m of the dwelling to the south, it is considered that the inclusion of screening plants along the southern boundary could have provided an additional privacy protection for the neighbouring dwelling and the proposed developments.



Image 10: 32 Kunama Drive, Northern Elevation

f) For sloping sites, any ground floor decks or terraces must step down in accordance with the landform, and avoid expansive areas of elevated outdoor recreation space.

f) Not Applicable

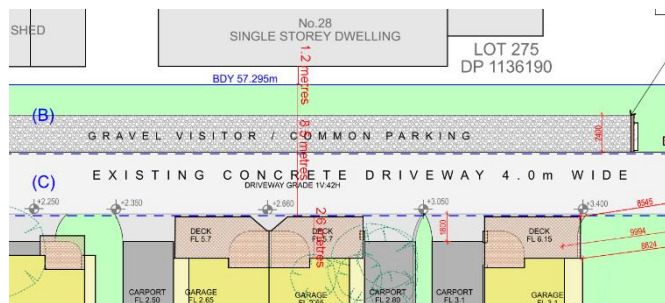
g) A nine (9) metre separation should be

provided between the windows of habitable rooms of dwellings that face each other or abut a public or communal street and a twelve (12) metre separation should be provided for windows above first floor level. Where windows are within the nine (9) metre or twelve (12) metre distance, direct views are to be screened by:

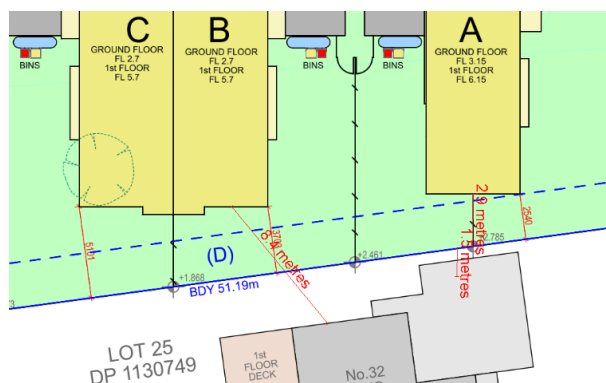
- A 1.8 metre solid wall or landscaping on flat sites; or
- Landscaping, offsetting windows and setting sill heights to 1700mm or fixed translucent glass on sloping sites.

Note: a habitable room is defined in the BCA to generally mean: a room used for normal domestic activities, other than a bathroom, laundry, toilet, pantry, walk in wardrobe, hallway, lobby, clothes drying room or other space of a specialised nature that is not occupied frequently or for extended periods.

g) The proposed development has first floor windows from habitable rooms facing habitable room windows in the adjoining property to the north. The distance between the windows is over 12m which is compliant.



*Satisfactory (after plans amended)* - Units A & B has first floor windows from habitable rooms facing habitable room windows in the adjoining property to the south. The distance between these window are as small as 4.4m and 8.4m.



In response to submissions and council requests the applicant has provided revised plans show that the habitable rooms facing the southern dwelling will be fitted with frosted glass to minimise overlooking.

The addition of frosted glass is considered an appropriate measure to ensuring visual privacy.

#### 6.4 Acoustic privacy

##### D1.4-4 Acoustic Privacy

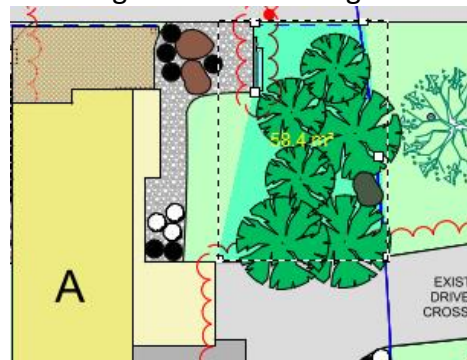
a) Dwellings must be sited and designed to limit the potential for excessive noise transmission to the sleeping areas of adjacent dwellings. Accordingly, the main living room windows, barbeques, swimming pools and spa pools, garbage

a) *Satisfactory* – There are no proposed balconies, main living areas or swimming pools proposed immediately adjacent to the bedroom windows of adjoining dwellings

<p>collection areas, pumps and air conditioners must not be located immediately adjacent to the bedroom windows of adjoining dwellings.</p> <p>b) Attached dual occupancies and other dwellings with common walls must be designed to reduce noise transmission between dwellings through the following measures:</p> <ul style="list-style-type: none"> <li>• Locate noise generating areas adjacent to each other, and quiet areas next to each other (eg living rooms to living rooms)</li> <li>• Locate less sensitive areas, such as stairways, store rooms, toilets, built-in wardrobes and the like adjacent to the party wall for both dwellings to serve as a noise buffer</li> <li>• Avoid locating wet areas such as toilets, laundries and kitchens adjacent to the bedrooms of the adjoining dwelling.</li> </ul> <p>c) To improve acoustic privacy the following can be implemented into building design:</p> <ul style="list-style-type: none"> <li>• bedroom windows and car parking areas are to be a distance of three (3) metres apart;</li> <li>• doors and windows of adjoining dwellings are to be a distance of three (3) metres apart; and</li> <li>• shared walls and floors are to be constructed to reduce noise transmission</li> </ul> <p>d) Building setbacks are to be varied to ensure adjoining residents feel an adequate sense of acoustic privacy when using rooms fronting driveways, accessways, pathways and the street.</p>	<p>b) <u>Satisfactory</u> - Units B and C are attached dwelling with a common wall. The floor plan of units B &amp; C are mirror image which results in similar being located next to similar rooms. Unit B and C have been designed to ensure that bedrooms do not share walls with living areas of adjacent dwellings, living areas are located on the first level in both units.</p> <p>c) <u>Satisfactory</u> – all bedrooms for adjoining dwellings are located over 3m away from another dwelling parking areas. All doors and windows of adjoining dwellings are to be a distance of three (3) metres apart and all shared walls have been proposed to be constructed to reduce noise transmission.</p> <p>d) <u>Unsatisfactory</u> - As the proposal is for multi-units it is considered that this standard applies to each unit individually and as such it is necessary to consider how each unit will impact on the other units within the development.</p> <p>The POS and main living areas for Units A, B &amp; C are proposed to be fronting the shared driveway/ROC with almost a non-existent setback to the balcony and less than 3m to the living room window.</p>
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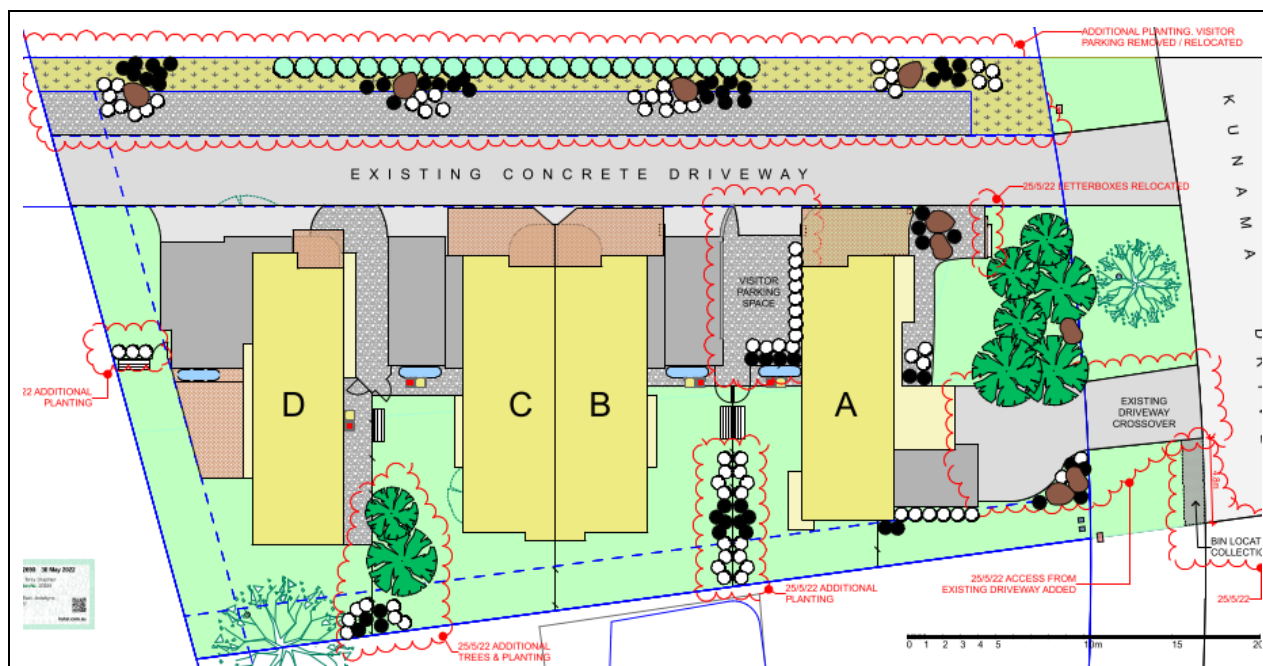
<p>e) Dwellings abutting major roads and other noise generating land uses should be designed and sited to minimise noise impacts.</p>	<p>The applicant has proposed an increased balustrade on amended plans, however it is considered that the proximity of the POS driveway/ROC, which will service seven (7) other dwellings, will have a significant acoustic impact on future residences of these units. And as such the development has not provide an adequate sense of acoustic privacy.</p> <p>e) Not Applicable as the subject site is not abutting a major roads.</p>
<p>6.5 Landscape Design</p> <p>D1.4-6 Tree Replenishment</p> <p>a) Development proposals should contribute to the retention and replenishment of trees so as to retain the predominant character for the area that provides for large canopy trees. A list of recommended landscape species is included in Chapter C5 Tree Preservation and Landscaping (Appendix C5-1).</p> <p>b) Lots with the following sizes should support a minimum number of trees capable of attaining a minimum height of 13 metres on decomposed granite soils:</p> <ul style="list-style-type: none"> <li>- Lots over 1500m<sup>2</sup> = seven (7) trees</li> </ul> <p>c) When siting trees consideration should be given to solar access in adjoining properties and impact on views and view sharing.</p>	<p>a) <u>Unsatisfactory</u> - The development proposed the removal of 7 existing trees from the site. The submitted landscape plan shows the replanting of 6 trees in the front setback and 2 in the courtyard of Unit C.</p> <p>b) <u>Complies</u> - The required number of trees on a site over 1500m<sup>2</sup> is seven (7) trees with the capable of attaining a minimum height of 13 metres.</p> <p>c) <u>Unsatisfactory</u> - The landscaping plan proposes the planting of six (6) 'Snow Gums' in the front setback. An additional 2 trees are proposed in the courtyard of Unit C. Snow gums are a slow growing species and generally grows to around 4 to 8 metres tall, but can be taller. The</p>

positioning of the tree in the court yard are considered to be satisfactory and would contribute to screening between buildings. However, there is concern regarding the ability of the required five (5) trees to grown to maturity in a space of no more than 60m<sup>2</sup> and that the placement of these trees will not contribute to providing screening between buildings.



The development design has not adequately considered there is sufficient space for landscaping to provide screening between building, conserve existing landscape and an effective visual balance between building structures and open space. As such it is considered that the landscaping plan does not meet the following objectives of 6.5 Landscaping Design:

- To conserve the landscape and habitat so that the built environment is dominated in both scale and form by the natural landscape.
- To ensure landscaped areas are effectively distributed on the site to achieve a visual balance between building structures and open space.
- To provide screening between buildings.



6.6 View sharing	There are no foreseen view sharing issues.
<p>6.7 Safety &amp; security</p> <p>a) The main entry to a dwelling must be located on the front elevation facing the street and be readily identifiable, unless the site has a narrow frontage width.</p> <p>b) The street number of a dwelling must be clearly display near the main entry.</p> <p>c) Dwellings adjacent to public or communal streets or public space are to be designed to provide for casual surveillance.</p> <p>d) Front fences, parking facilities and landscaping must be designed so as not to obstruct casual surveillance to and from the dwelling and to permit safe access by residents and visitors.</p> <p>e) Adequate lighting is to be made available to all public areas.</p> <p>f) Dwellings must provide at least one (1) habitable room window with a glazed area large enough to provide surveillance and located so as to</p>	<p>a) <u>Unsatisfactory</u> - The proposed entry for all four (4) units is from the side elevation. The proposed design has not included a main entry to any of the proposed units on the front elevation facing the street.</p> <p>b) <u>Satisfactory</u></p> <p>c) <u>Not Applicable</u></p> <p>d) <u>Unsatisfactory</u> - The proposed landscaping in the front set back is for 6 gumtrees which once grown will have the potential to obstruct any opportunity Unit A (the only unit the ability to see the street) would have for casual surveillance.</p> <p>e) This has not been demonstrated, but could be met with a condition of consent.</p> <p>f) <u>Satisfactory</u> - Unit A has several highlight windows on the second floor which service the main living area. The ground floor has two (2) windows which service bedrooms.</p>

overlook the street or public place.	
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## 7. Car parking & access

Provision	Response/Acceptable Solution
Car parking & access	<p><u>Satisfactory</u> - The number of proposed car spaces is compliant with the required number of spaces in accordance with C3 of the SR DCP 2013.</p> <p>The proposed design utilises the existing driveway/ROC and has all car parking for units B, C &amp; D and the visitor car parking located behind the building line and not viable from the street.</p> <p>The proposed development increases the hardstand area on the site by the driveway for Unit A which is considered minimal.</p> <p>The applicant has provided swept paths showing that all traffic accessing units B, C &amp; D can leave the car parking space in no more than 2 movements and enter and exit in a forwards direction.</p> <p>Unit A can only exit in a reversing movement however it is considered that given it is only a single unit that will utilise the driveway, the local conditions are safe for this to occur.</p>

## 8. Services & site facility

Provision	Response/Acceptable Solution
8.1 Services	<p><u>Satisfactory</u> - The subject site is able to be connected to both councils reticulated water supply and sewer infrastructure. Mains electricity and Council waste and recycling collection services are also available to the site.</p> <p>Conditions of consent can manage the disposal of on-site stormwater and will ensure that the required water meters for billing purposes are met.</p>
<p>8.2 Site facility</p> <p>(a) Adequate and accessible open-air drying facilities are to be provided for residents. External drying facilities at a rate of 7.5m of line per dwelling is to be provided and located so as not to be visible from a public place.</p> <p>(b) Garbage bin areas, mail boxes and external storage facilities are to be easily accessible and designed for visual appearance.</p> <p>(c) Dwellings are to be provided with adequate storage areas and clothes drying facilities.</p> <p>(d) A garbage pick up area capable of accommodating one (1) garbage bin per dwelling is to be provided at the public road frontage. The garbage bin enclosure is to be designed in accordance with Chapter C10 Waste and Recycling.</p> <p>(e) Only one (1) telecommunications/TV antenna is permitted for residential flat buildings.</p> <p>(f) Where air conditioning equipment is proposed it is to be located within the roof space or other non-visible location and not on the roof itself.</p>	<p>a) Each unit has adequate and accessible open-air drying facilities, however the provision for Unit D is visible from a public place and would require a condition of consent to include screening should the application be approved.</p> <p>b) <u>Unsatisfactory</u> - The mail boxes are easily accessible and are considered to be satisfactory in regards to accessibility and visual appearance.</p> <p>All garbage bin however, are proposed to be stored within the courtyards of each unit with Unit D having to move bins over 60m to the collection area, this is considered to be not easily accessible.</p> <p>Additionally, the visual appearance of eight (8) bins for the proposed development (waste and recycling) in addition to the 10 potential bins from lots 2, 3, &amp; 4 is considered to have an undesirable and unsatisfactory impact in regards to visual appearance.</p> <p>c) Satisfactory</p> <p>d) <u>Unsatisfactory</u> - A garbage pick-up area has been identified on the site plan however the proposed space is considered to be not capable of accommodating one (1) garbage and recycling bin per dwelling. See assessment of C10 Waste management &amp; Recycling.</p> <p>e) Satisfactory - condition of consent to include</p>

	limit the antennas should the application be approved. f) Satisfactory.
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#### 9. Fencing & ancillary development

Provision	Response/Acceptable Solution
9.1 Fencing & walls	No fencing or retaining walls proposed
9.2 Outbuilding	No outbuildings proposed

The proposal has also been examined in detail against the provisions of Council's relevant Development Control Plans (Section 4.15(a)(iii) of the Act) and has been found that there numerous small non-compliances with the development standards which indicate that the proposed development has not been designed in accordance with the Snowy River Development control plan and as such is found to have an unacceptable level of compliance.

## 9 Planning Agreements

Any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.5.

## 10 Impacts of the Development - Environmental, Social and Economic

### Access, transport and traffic

#### Public Road Access

The subject lot is accessed from a public road (Kunama Drive) which has been designed and constructed in accordance with council design standards. Given the road has been designed to meet the requirements of being a collector road it has been assessed by council's development engineer to be an acceptable standard to service this development as such no upgrades are required by the developer.

#### Internal Traffic

In order to determine the impact of the proposed development in regards to traffic it is important to understand the access functions of the subject land and the number of current vehicle movements and the potential increase produced by the proposed development.

The subject land is burdened by a ROC which benefits lots 2, 3 & 4 of DP1228821.

8.1 DEVELOPMENT APPLICATION 10.2022.60.1 MULTI DWELLING HOUSING (4 UNITS) & STRATA SUBDIVISION



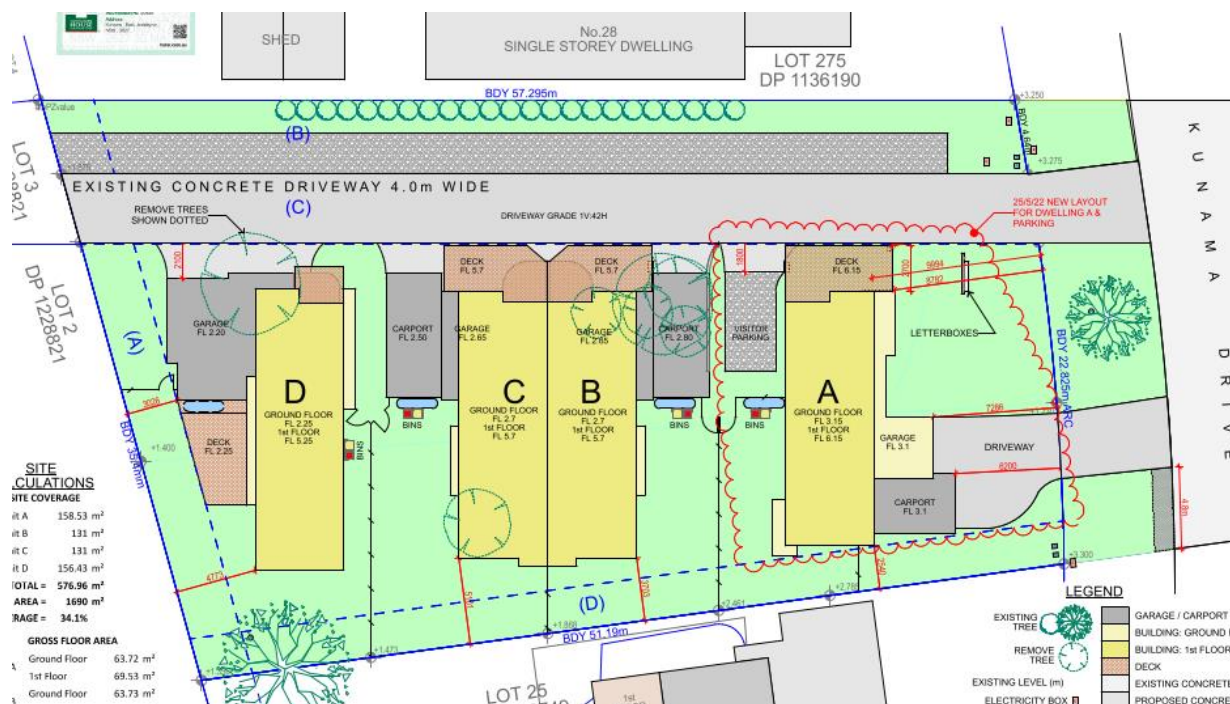
Figure 24: Right of Carriageway and benefited lots (Deposited Plan)



Figure 25: Right of Carriageway and benefited lots (Imagery)

The original plan proposed that all four units were to be accessed via the ROC, however the applicant has in response to submissions provided amended plans which have Unit A accessed directly from Kunama Drive and Units B, C & D utilizing the existing driveway along the northern boundary which forms the ROC for lots 2, 3 & 4.

8.1 DEVELOPMENT APPLICATION 10.2022.60.1 MULTI DWELLING HOUSING (4 UNITS) & STRATA SUBDIVISION



The location of the driveway/ROC is set back 3m from the northern boundary and the neighbouring residence on Lot 275 DP 1136190. The development consent for the subdivision which created the subject land considered the impacts on Lot 275 DP 1136190 and included conditions of consent to limit the development capacity of Lots 2, 3 & 4 to mitigate the impacts of traffic movements.

The 88b instrument for DP 1228821 reflects the conditions of the DA and restricts the number of dwelling that can be developed on lots 2, 3 and 4. Lots 2 and 3 with a maximum of a dual occupancy and lot 4 can be developed with a maximum of a single dwelling. As such maximum number of dwelling permitted on lots 2, 3 & 4 will inform the calculations for vehicle movements as it is considered reasonable to expect that these lots will be in the future developed to their maximum potential. In addition the subject development proposes an additional three (3) units to utilize the existing driveway/ROC along the northern boundary.

The foreseen impacts on the neighbouring development associated with traffic is noise impact. D1 6.4 has objectives and development standards which aim to minimise noise intrusion to the adjoining dwellings, with an emphasis on controlling noise generation from the indoor and outdoor areas of dwellings. The siting and design of development can minimise impact from significant sources such as traffic. It is foreseen that the proposed development will increase the potential number of traffic movements impacting the adjoining residence beyond a reasonable level.

When determining the number of vehicle movements the Snowy River Geometric Road Design - AUS-SPEC-1 document applies a traffic generation rate of 10 vehicles per day (vpd)/for single dwelling allotments.

Lot 2 (Dual Occupancy)	Lot 3 (Dual Occupancy)	Lot 4 (Single Dwelling)	Lot 1 (Proposed 3 units)	Total
20 vpd	20 vpd	10 vpd	30 vpd	<b>80 vpd</b>

The estimated total number of vehicle movements, based on the calculations above is **80 vehicles per day**.

The proposed development accounts for **37.5%** of these movements.

In summary, the proposed development seeks to use the existing driveway/ROC which is already utilized as an access to Lots 2, 3 & 4 behind the subject land. The history of the creation of the land restricted the development potential of the lots using the ROC to mitigate the traffic impacts experienced by Lot 275 DP 1136190. When calculating the number of traffic movements on the driveway/ROC the maximum potential for development on the benefited lots were included and it was found that the proposed development will increase the vehicle movements along the driveway/ROC by 37.5%. It is considered that the site could be developed in a more thoughtful way which would minimise the impacts on neighbouring properties and still achieve a similar yield of unit to which is proposed in this application. Consequently, based on the calculations made by Council staff on the increased traffic using the driveway/ROC to access three (3) of the proposed units and the predicted noise impacts on adjoining residences it has been concluded that the proposed development will have unreasonable impact.

#### **Easements/88B Restrictions on Use**

The site is benefited and burdened by several easements. The proposed development after a re-design and re-location of the mailboxes and visitor car parking, are clear of all easements. A condition of consent could ensure that all services contained within the easements are not affected.

- (A) Easement to Drain Sewage
- (B) Easement for Services
- (C) Right of Carriageway
- (D) Easement for services

#### **Bushfire Assessment**

The subject land is not mapped as bushfire prone land and as such assessment under 4.14 is not required.

#### **Impacts on supply of utilities**

The development is subject to both s7.11 developer contributions under the EP&A Act and s64 Water and Sewer contributions under the Local Government Act to mitigate the additional demand for council's services. These conditions will be payable in stages with conditions included in the draft conditions of consent to ensure payment of these contributions prior to the issuing of the construction certificate for the applicable stage.

There are no adjoining locally listed heritage items.

### **Natural and other land resources**

The proposed development is considered unlikely to result in any significant impacts upon natural or other land resources within the locality as the proposal will not be drawing on the riparian access rights of the subject lot but mains water and rain water to supply water.

### **Flora and fauna & Consideration of Threatened Species**

The proposed development has not been designed or sited to managed or avoid any significant adverse environmental impact and has not demonstrated that any alternatives have been considered to managed or minimise the impact. It is reasonable to conclude that if the development had a lesser footprint and in keeping with the surrounding predominant residential built form character of the area the impact on the vegetation on site could be minimised or mitigated. Therefore, the proposed development is considered unsatisfactory in terms of flora and fauna & threatened species.

### **Waste facilities and controls**

The proposed development will be connected council's sewer infrastructure and as such contributions will be payable by the developer.

Waste will disposed of either by Council services or a commercial agreement with a waste disposal contractor.

### **Energy efficiency and greenhouse gas emissions**

A BASIX certificate has been provided meeting the requirements for energy efficient building.

### **Noise and vibration**

#### Construction noise – satisfactory

Some noise will result from the construction of the proposed development however, such noise would be temporary, be restricted to occur within time limits and have no lasting impact.

#### Traffic Noise - unsatisfactory

Based on the calculations made by Council staff on the traffic using the driveway/ROC to access three (3) of the proposed units and the predicted noise impacts on adjoining residences it has been concluded that the development will create unreasonable impacts.

### **Safety, security and crime prevention**

It is likely the safety and security of the area could benefit with the addition of a new accommodation through increased public surveillance. However due to the limited windows facing the street, the lack of main entries to the street and the proposed landscaping in the front set back potential obstruct any opportunity Unit A (the only unit the ability to see the street) would have for casual surveillance. As such it is considered the proposed development would not significantly contribute to safety, security and crime prevention in the area.

### **Social impact in locality**

When assessing social impacts there are typically 2 phases. Phase one is an analysis of the defining characteristics of the communities within the projects social locality and an initial analysis of the likely social impacts. Phase 2 is evaluation; predict and analyse the extent and nature of potential

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social impacts against baseline conditions, by drawing attention to and prioritise the social impacts that are important to people.

The application has received eight (8) submissions clearly articulate that the current residents of the area believe that the proposed development will change the social fabric of the area. In the submissions it was clear that the defining characteristic of the social fabric in the projects area are that of owner occupied single family homes. The previous assessment of the existing character of the area in this report demonstrates a low density residential social fabric and support these claims. It is also clear that the social impacts that are important to the people in the area are the sense of community that is family friendly and safe and incorporates the natural environment which is promoted in lower density areas.

As previously discussed in the site analysis section in the body of this report, the proposed development is of a higher density of which can be found in the both the immediate and broader catchment areas of the subject site. The likely social impacts foreseen that higher density development in low density areas will have include increased traffic, streets can become crowded with parked vehicles, a reduction of private outdoor space and a detrimental affect the 'character of the suburb'.

Also with higher density living comes demands for increased public facilities such as public transport and public open space due to the limited space per residence and therefore reduces facilities available to each residence. As this subject site is located in an area which is predominantly low density these public services are not readily available. Therefore it is considered that the proposed development will increase the density in the area, changes the social fabric, increase traffic and the reduced opportunity for the incorporation of the natural environment in private open spaces and as such will have an unreasonable social impact.

#### Consideration of DA006/2016 and its contribution to mitigating future social impacts.

The subject land was created as part of DA0006/2016, as part of the application and in response to submission received the use of lots 2-4 has been restricted to a total of 5 residential buildings.

This takes the form of the following:

Lot 2 – Dwelling House or Dual Occupancy

Lot 3 – Dwelling House or Dual Occupancy

Lot 4 – Dwelling House only

The current proposal was originally for all four (4) unit to be accessed via the driveway/ROC. In response to Councils additional information and to the submission received, which were similar to those received during DA0006/2016, amended plans have been provided which reduces the number of units utilising the driveway/ROC to three (3).

It is reasonable to surmise that the intention of the subdivision which created Lot 1 and the resultant ROC did not intend for the development on lot 1 to be serviced or for additional development to be accessed via the driveway/ROC way and would be access directly from the public road, Kunama Drive.

Should the proposal in its current form be approved the reasons for the limitations on lots 2, 3 & 4 development potential to mitigate unreasonable impacts from traffic will be null and void. As such it is considered that the proposal will have an unreasonable social impact on the surrounding established residences and is unsatisfactory as it imposes greater impact on the driveway/right of carriage way than intended and which was identified in the assessment of DA0006/2016.

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In summary, the proposal is for a medium/high density residential development in a low density residential area, the design does not contribute to the built environment in a positive way and is in contradiction to the intention of the DA which approved the subject land. Therefore it is concluded that the foreseen that the social impacts are unreasonable.

## 11 Submissions

Snowy Monaro Planning and Development Community Participation Plan 2019 requirements and the relevant statutory regulations required notification of the development. Notification letters were sent out to adjoining landowners and exhibited for a period of 14 days.

Six (6) submissions were received all objecting to the original development proposal.

Eight (8) submissions were received all objecting to the original development proposal.

The submissions are attached to the report with consideration of the issues raised below.

Summary of Issues Raised by Submission
<b><u>Submission 1</u></b> The submission raises concerns relating to the impact of the increased traffic on the adjoining dwelling to the north and the adequacy of the main intersection services East Jindabyne.
<b><u>Submission 2</u></b> This submission raises concerns relating to over development of the site and the inconsistency of the proposed development in relation to the existing character of the area. Additional concerns are raised in relation to overshadowing, stormwater, easements and the increased traffic on the existing driveway/ROC.
<b><u>Submission 3</u></b> The submitter raises concern regarding the design of the building, car parking, developer contributions, compliance with the RU5 zone and broader context issues including increase traffic on Jerrara and Kunama Drive. <b><u>Amended Plan comments</u></b> The changes made have only addressed the issues surrounding privacy. Still holds concerns in regards to overshadowing.
<b><u>Submission 4</u></b> The submitter has raised the following issues and concerns: <ul style="list-style-type: none"><li>- Traffic and Parking (turning circles)</li><li>- Use of the Right of Carriage way and the requirement for a public road</li><li>- Over-development of the site in relation to the over-existing character of the area</li><li>- Visual Privacy</li></ul>

- Lack of street amenity

Amended Plan comments

The submitter has again raised and maintained concerns about impacts including noise and light from the associated traffic, privacy and overdevelopment of the site and the out-of-character nature of the development in the area are the main concerns of this submission. Additionally there are concerns relating to the safety of driveway in relation to reversing and that the ROC is not wide-enough for cars to pass.

**Submission 5**

The submitter has raised the following issues and concerns:

- The siting and building layout of the proposed development,
- The implications of the Right of Carriageway,
- Issues surrounding car parking and access,
- Visual privacy impacts,
- Compatibility with the existing urban fabric of the area.

Amended Plan comments

The submitter has again raised and maintained concerns about the impact of the development in relation to existing character of the area and how the development related to adjoining dwellings. This including the siting and building layout of the proposed development, the implications of the Right of Carriageway, issues surrounding car parking and access and visual privacy impacts.

**Submission 6**

The submitter has raised the following issues and concerns:

- Removal of all vegetation from the site
- Traffic and Parking
- Over-development of the site in relation to the over-existing character of the area
- Effective minimum lot size
- Overshadowing

Amended Plan comments

The submitter has raised and maintained the following concerns relating to the amended plans;

- The proposed landscaping and the removal of all existing trees from the subject land and how the replacement will be managed.
- Overshadowing.
- The size of the development in relation to the over-existing character of the area.

### **Submission 7**

The submitter has highlighted the following issues and impacts;

1. The potential residential amenity impacts to the adjoining properties have not been identified and mitigated.
2. The location of the proposed right of carriageway will have adverse impacts on the adjoining Lot 275.
3. The proposed development does not allow for any buffer zones to adjoining properties.
4. Adverse noise impacts will be generated particularly by vehicles entering and exiting the proposed development.
5. Adverse visual impacts will be generated through loss of native trees and no provision for landscaping.
6. The maximum vehicle capacity of the 6 metre wide right of carriageway has not been specified.
7. Adverse traffic impacts will be generated by intensifying the number of vehicles entering and exiting the development site. The full extent of this impact is not known given the future use of each proposed lot is not identified.
8. The future use of each proposed lot should be specified in the current application to ensure that a new purchaser does not seek to overdevelop one of the sites which would intensify impacts on adjoining properties.
9. View sharing options must be considered.
10. The loss of native trees will adversely affect residential amenity. Significant trees and the tree island at the site should be identified and retained.
11. Waste and recycling practices particularly on council collection days has the potential to cause amenity impacts.
12. There is a general lack of information in relation to the proposed development which creates uncertainty for adjoining property owners.

### **Amended Plan comments**

Overall the submitter believes that the amended plans have not adequately addressed the adverse impacts raised in the initial submission.

The submitter again raises the following areas of concern, the intention of DA006/2016, that multi-dwelling housing is out of character in the area, that the subject site is not in the SAP area, that the proposed development is not in keeping with the objectives of RU5, loss of native vegetation, allocation of sufficient bin collect area and the permissibility of a strata subdivision and the potential requirement for a public road.

### **Submission 8**

The submitter raises concerns relating to the objectives of the RU5 zone, the permissibility of a strata subdivision and that multi-dwelling housing is out of character in the area.

The following is the officer response to the issues raised in the submissions:

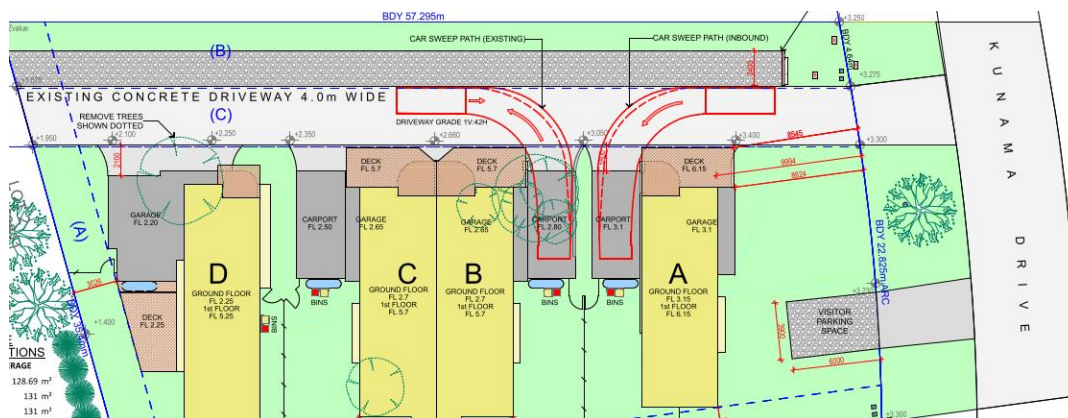
### **Traffic**

#### Impact of the increased traffic on the adjoining dwelling to the north

See assessment of traffic in the body of the report – section C3 (5) Car Parking.

#### East Jindabyne access

Not applicable to this application. The adequacy of the Jerrara Drive and Kosciuszko Road was assessed and deemed to be adequate as part of the Alpine Sands subdivision in which the subject site was existing. As such the proposed development does not trigger a requirement for an upgrade to the intersection.



#### **Width of the ROC and Reversing Vehicles**

The applicant has provided a site plan showing the swept paths for units A & B in the original suite of plans. These are considered to be satisfactory and will allow all vehicles to enter and exit the existing driveway/ROC on to Kunama Drive in a Forwards direction.

It is considered that the reversing of vehicles on to the ROC will not substantially obstruct their neighbours' rights to access.

#### **Character of the Area (over development)**

See assessment of Existing Urban Character in the body of the report.

#### **Overshadowing and Building Design**

See assessment of solar access in the body of the report – section D1.1-4 Private Open Space.

See assessment of Building Design in the body of the report – sections C2 Design and D1 (5) Building Design.

#### **Relevance of the Snowy Mountain Special Activation Precinct – Master Plan**

It is noted that the applicant has stated that the implementation of the SM SAP and the objectives support the proposed development. In clarification the subject site **is not** within a growth precinct and has not undergone a zone change. Therefore the relevant planning instruments and development standards remain unchanged.

#### **Developer Contributions**

Should the application be approved the approval would include conditions requiring the payment of contributions in accordance with the Snowy River Contributions Plan 2008. The use of these

funds are allocated in accordance with this plan. The development would be subject to three (3) equivalent tenements.

### **Easements**

The property is burdened by several easements. There cannot be any development within these easements but the area of the easements are not deducted from the total of the lots size when calculating floor space ratio or site coverage.

### **Zone Objectives and Council's Snowy Monaro Draft Settlements Strategy (2020)**

See assessment of the Zone objective in the body of the report.

### **88B Restriction – Right of Carriageway**

The applicant has provided legal advice regarding the use of the land burdened by the ROC for the access to the proposed dwellings (Attachment 9).

Alpine law gave the following advice:

*We have reviewed DP 1228821 and the associated section 88B instrument. The ROC burdens Lot 1 DP 1228821, (our clients land), as the servient tenement, and benefits adjacent Lots 2, 3 and 4 in DP 1228821, as the dominant tenements. We refer to those dominant tenements as the neighbour's land. In our opinion it is not denied that the neighbours lands have an absolute right to go and come back across any part of the ROC at any time with vehicles or otherwise, and their visitors (as invitees) have a similar right. However, the legal position is that our client as the registered proprietor of the freehold land also has the right to go across the ROC easement lands at any time and may additionally in fact use that land for their own purposes provided, they do not substantially obstruct their neighbours' rights.*

...

*Firstly, the ROC is correctly described in the section 88B instrument as an easement ("terms of easement... as set out in Part 2 (Terms) of the instrument). The case law prescribes that a right of carriageway cannot be an easement if it amounts to exclusive use by the servient tenement(s). This has long been the case-see for instance the case of Riley v Booth, (1890) 44 ChD 12 @26. The subject ROC is not for the exclusive use of the neighbours. If it was, it would have to have been designated a "Negative Easement". The NSW Registrar General's guidelines define a Negative Easement as "an easement that prevents an owner (of their land) from making full use of the land. A negative easement cannot be registered. As you would be aware, such an easement would have to be redrawn as a "restriction on the use of land".*

...

*The conclusion in law is simply this. The ROC easement registered on title is not and cannot be construed as simply for the exclusive use of the nominated neighbouring registered proprietors. It is not and cannot be viewed as a restriction on use by the owner of the land for their own purposes provided such purposes do not obstruct the neighbours' rights. When the courts have determined such matters up to date, it has been held that an obstruction to a ROC can occur to a minimal degree; the case law*

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*shows that the courts will only interfere if there is "substantial interference with the enjoyment of the right of way (carriageway)".*

*The basis of the advice we have for our client is that they are entitled to utilise the ROC in the manner proposed for vehicle and pedestrian access. The current easement does not and cannot give exclusive use to the neighbours of the easement land. What the registered proprietor propose will not result in any substantial interference with the neighbour's enjoyment of the ROC.*

### **Subdivision & requirement of public road**

Section C3.1-2 Rights of Carriageway for Subdivision is applicable when the proposal is for the creation of new allotment which are required to have a right-of-way created in order to access the land. As per the above legal advice, the proposed development is not using the ROC as the registered proprietor of the land has the ability utilise the land and is not required to be listed as a benefited lot for the ROC. Therefore the proposed strata subdivision does not increase the number of lots being serviced by the ROC and does not trigger the requirement for a public road.

### **Effective minimum lot size**

Clause 4.1 (4)(a) states that minimum lot size does not apply in relation to the subdivision of any land where by the registration of a strata plan or strata plan of subdivision under the *Strata Schemes Development Act 2015*.

## **12 Planning Agreements**

There are no planning agreements or draft planning agreements applicable to this property.

## **13 Any matters prescribed by the EP&A Regulation 2000.**

Clauses 62 and 64 are not applicable to this application.

## **14 Public Interest**

The proposal is contrary to the public interest, as it does not comply with the Council's standards and will contribute to creating an undesirable precedent.

## **CONCLUSION**

It is considered that the proposed development does not comply with the relevant provisions of Section 4.15 of the Act, LEP, REP, DCPs, Codes and Policies. The key issues arising out of the assessment of this application comprise:

- The proposed development does not meet the site suitability, social impact and public interest tests of 4.15 of the Environmental Planning and Assessment Act 1979.
-

- The development as presented in the application is inconsistent with the objectives of Zone RU5 and Clause 7.2 (Terrestrial Biodiversity) in the Snowy River Local Environmental Plan 2013.
- The development as presented in the application does not adequately meet the development standards of the Snowy River DCP 2013. This includes non-compliance or unsatisfactory impacts in the following section;
  - o C2 Design
  - o C3 Car Parking, Traffic & Access
  - o C10 Waste Management & Recycling
  - o D1 Residential Accommodation
- The design will have unacceptable visual impact, as the built form and scale is out of character with the existing character of the area an unreasonable and undesirable effect of the proposed development on the area concerned.

In conclusion, it is considered that the proposal is considered to be aesthetically, socially and environmentally have **unacceptable** impacts having regard to the surrounding natural and built environment. Accordingly, **refusal is recommended** subject to the Statement of Reasons attached.

## ATTACHMENTS

1. DRAFT Reasons of Refusal and Statement of Reasons (*Under Separate Cover*)
  2. Amended Architectural Plans (*Under Separate Cover*)
  3. Revised Statement of Environmental Effects (*Under Separate Cover*)
  4. Visual and Acoustic Privacy Impact Statement (*Under Separate Cover*)
  5. Development Impact Assessment (*Under Separate Cover*)
  6. BASIX Certificate (Updated) (*Under Separate Cover*)
  7. NatHERS 1 (updated) (*Under Separate Cover*)
  8. NatHERS 2 (updated) (*Under Separate Cover*)
  9. Letter From Alpine Law Regarding Easements/Restriction (*Under Separate Cover*)
  10. DP 1228821 Plan & 88B Instrument (*Under Separate Cover*)
  11. Original Architectural Plans (*Under Separate Cover*)
  12. Statement Of Environmental Effects (*Under Separate Cover*)
  13. Submissions (*Under Separate Cover*)
  14. Submission Response (*Under Separate Cover*)
  15. Submission Response Table (*Under Separate Cover*)
  16. Response to Submissions received on Re-notified Plans (*Under Separate Cover*)
  17. Pre-DA Form (*Under Separate Cover*)
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## 8.2 PLANNING PROPOSAL - 56 HILLDOWNS ROAD, KALKITE

Record No: I22/529

### RECOMMENDATION

That Council:

- A. Submit the planning proposal to the Minister of Planning for a gateway determination.
- B. Advise the Department of Planning and Environment that Council wishes to be issued with an authorisation to use its delegation for the planning proposal.
- C. Proceed with consultation on the planning proposal in the event the NSW Department of Planning & Environment issues a gateway determination.

### BACKGROUND

Applicant Number:	DD330.2022.1005.001
Applicant:	Dino Sacco
Owner:	John Sacco Enterprises Pty Ltd
PP Registered:	9 June 2022
Property Description:	56 Hilldowns Road, Kalkite
Property Number:	40529497
Area:	74 hectares
Existing Zone:	RU1 Primary Production
Proposed Zone:	RU5 Village, B1 Neighbourhood Centre, C4 Environmental Living, RE1 Public Recreation, SP2 Infrastructure
Current MLS:	40 Hectares
Proposed MLS:	Various, Nil, 700, 800sqm, 1500sqm, 5ha and 10ha
Recommendation:	The Planning Proposal be submitted to the Department of Planning for a Gateway Determination.

Throughout 2021 the proponent engaged with the Department of Planning and Environment regarding the site's potential role in delivering elements of the Snowy Mountains Special Activation Precinct. On 3 August 2021, the Department of Planning and Environment issued correspondence outlining that the site would not be identified as a sub precinct in the SAP Master Plan. However, the correspondence also identified the proposal could have merit in providing for expected growth identified by the SAP Master Plan subject to a conventional planning proposal process.

On 11 August 2021, a pre-lodgement meeting was held between the proponent and Council staff, identifying minimum documentation requirements for a planning proposal (PP). At this meeting, a specific concern raised was the risk of natural hazards, particularly bush fire. The proponent was also encouraged to engage with the community early in the process.

To address concerns relating to bushfire risk, the proponent sought early engagement with the NSW Rural Fire Service (RFS). Meetings with RFS on the proposal took place on 19 November 2021 and 14 March 2022. Feedback from the RFS is reflected in the strategic bushfire study for the proposal.

On 24 February 2022, the proponent briefed Council on the planning proposal. Following this, the proponent undertook community consultation on 26 March 2022. Feedback received from these sessions was incorporated into the planning proposal before lodgement.

The planning proposal was lodged with Council on 8 June 2022. Upon review of the proposal, council staff sought preliminary comment from the Biodiversity Conservation Division (BCD) of the Department of Planning and Environment and from Transport for NSW.

On 15 July, Council staff and representatives from BCD undertook a site inspection. Some areas of significant vegetation were identified. Further conversations between the proponent and BCD were undertaken and reached an in principal agreement to pursue biodiversity certification of the site. These conversations are ongoing and will run concurrently with the planning proposal process.

**RESPONSIBLE OFFICER:** Team Leader Strategic Planning

## **ASSESSMENT**

The planning proposal seeks to amend the Snowy River Local Environmental Plan 2013 by amending the land zoning, minimum lot size and floor space ratio maps as they apply to lot 5 DP 529579 and lot 190 DP 756727, known as 56 Hilldowns Road, Kalkite.

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8.2 PLANNING PROPOSAL - 56 HILLDOWNS ROAD, KALKITE

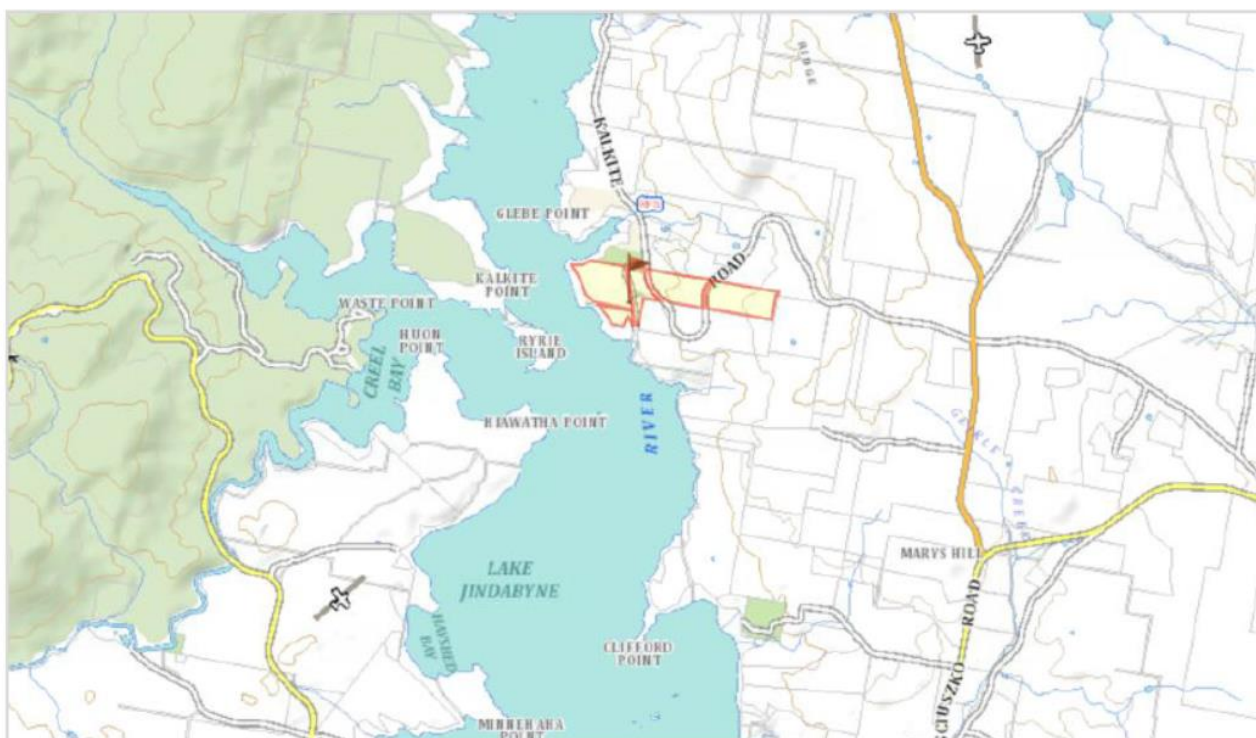


Figure 1 – Subject Site Location Map

A summary of the proposed changes are provided in table 1 below.

Table 1 – Summary of proposed amendments

Control	Existing	Proposed
<b>Zoning</b>	RU1 Primary Production	RU5 Village E4 Environmental Living B1 Neighbourhood Centre RE1 Public Recreation SP2 Infrastructure
<b>Minimum Lot Size</b>	40 ha	Zone RU5 – 800 and 1500sqm Zone B1 – 700sqm Zone E4 – 5ha and 10ha
<b>Maximum Floor Space Ratio</b>	N/A	Zone RU5 – 0.5:1 Zone B1 – 0.65:1

Height of building controls will remain unchanged at 9 meters.

8.2 PLANNING PROPOSAL - 56 HILLDOWNS ROAD, KALKITE

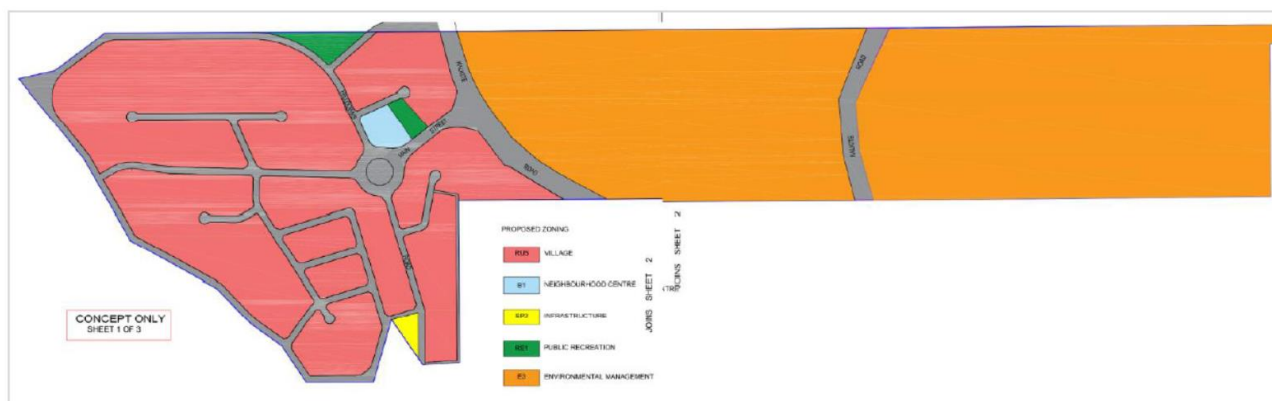


Figure 2 – Proposed Land Zoning Map

These amendments intend to provide for approximately 210 residential allotments of a density consistent with the existing village and approximately 5,000sqm of commercial space to provide for local shopping and community needs.

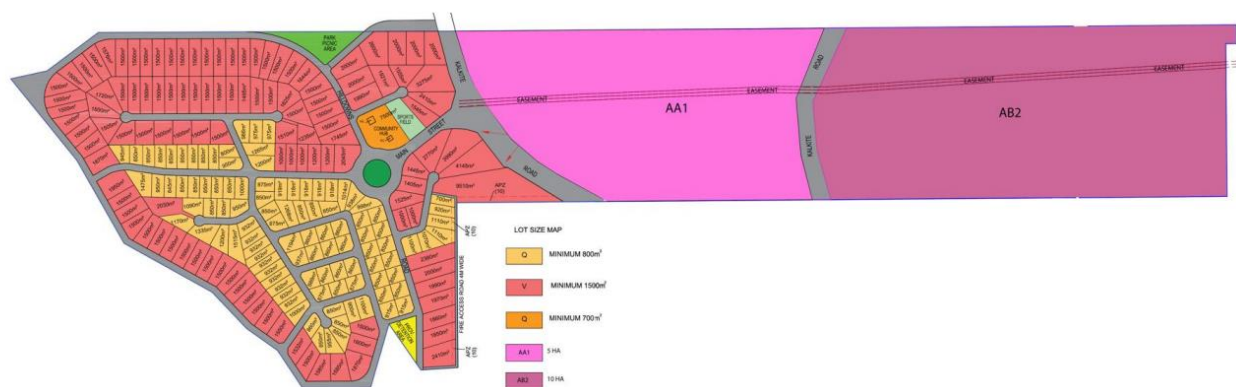


Figure 3 – Lot Size Map and Indicative Subdivision Layout

## STRATEGIC ALIGNMENT

### South East and Tablelands Regional Plan

The planning proposal is generally consistent with the South East and Tablelands Regional Plan (SETRP). The planning proposal gives due consideration to the SETRP and seeks to give effect to the following directions of the plan.

#### Direction 22: Build socially inclusive, safe and healthy communities

The concept plans provided as part of the proposal seek to encourage walking and cycling on the site and as part of the future walking/bicycle path along the lake edge. The neighbourhood centre for the site will encourage people to walk to the shops rather than drive. Further, the proposal provides approximately 7,000m<sup>2</sup> of open space for active and passive recreation activities. Overall, the village zoned land, public recreation space and neighbourhood shops seek to create a neighbourhood atmosphere and promote a socially inclusive and safe community. Further controls should be incorporated into a DCP to ensure these outcomes are achieved in development, and this should occur before the finalisation of this proposal.

#### Direction 24: Deliver greater housing supply and choice

The proposed rezoning and change of the minimum lot size will deliver greater housing supply in Kalkite. It is expected that approximately 200 lots can be created on the site due to this PP. The minimum lot size range in the 'lower paddock' (i.e. 850m<sup>2</sup> and 1,500m<sup>2</sup>) will improve housing supply and diversity, particularly. It is noted that 'multi-unit housing', 'seniors housing', as well as dual occupancies are permitted forms of development within zone RU5 Village, which this PP seeks to apply to the 'lower paddock' portion of the subject site.

**Direction 25: Focus housing growth in locations that maximise infrastructure and services**

Kalkite Village is currently serviced by water, sewer, electricity, telecommunication facilities, roads as well as a school bus service. The subject site also benefits from all such services. As such, the proposal is well placed in relation to services. Investigations to date by Stantec (previously Cardno) indicate that all essential services can be made available for the proposal and upgraded as required.

**Local Strategic Planning Statement**

The proposal is not explicitly identified in Council's Local Strategic Planning Statement. However, the proposal is broadly consistent with the vision and objectives of the document. The proposal is considered consistent with the planning priorities identified and gives effect to the following:

**Planning Priority 6 - Maximise potential for business growth and efficiency**

Currently, Kalkite residents must travel outside of town to visit retail shops. The proposal includes a neighbourhood centre providing local shops for the Kalkite community. This will facilitate employment opportunities, contribute to the local economy, and provide retail close to homes.

**Planning Priority 7 - Support development of the Snowy Mountains as Australia's premier year-round alpine destination**

The proposal would provide additional housing opportunities generally. Such additional housing could accommodate employees within the region's tourism sector and/or could be used to accommodate tourists. The region's housing unaffordability is well recognised. The proposal represents a genuine opportunity to relieve this current occurrence.

The proposal also provides for commercial floor space, albeit in a small quantity. Nevertheless, it could support Kalkite's emerging boutique food and beverage manufacturing operations, which may attract tourists.

Overall, the proposal engages with Lake Jindabyne and its foreshore. As such, it will increase accessibility to the foreshore for residents and visitors. In particular, the proposed lot sizes and land use zones would integrate effectively with the proposed Lake Jindabyne Foreshore Trail project.

**Planning Priority 8 - Use appropriate evidence-based planning controls to respond to a diverse region and provide for the recreational needs of the community**

The proposal provides a unique opportunity to connect the site and future homes with the foreshore area of the lake. The foreshore land will form part of the future Lake Jindabyne Shared Trail, which seeks to extend the existing trail network to the Kalkite Village. The proposal aims to improve accessibility to the foreshore area and encourage the use of the future shared trail. Further, the proposed zoning includes RE1 Public Recreation Land, which will provide increased recreational areas near homes and the future neighbourhood centre.

**Planning Priority 9 - Provide a variety of housing options throughout the Snowy Monaro**

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The proposal's residential minimum lot sizes are varied, which will allow for diverse housing types. For example, within the proposed RU5 zone, the proposed minimum lot sizes are 800sqm to 1,500sqm.

**Planning Priority 11 - Foster resilient, enduring and safe local communities using land use planning controls which address local and regional natural hazards**

The site's most significant natural hazard and risk is bushfire. Australian Bushfire Protection Planner P/L, with feedback from NSW RFS, has guided the strategic direction for the site such that the risk is suitably mitigated. They are available to provide such guidance and advice should the proposal proceed to any development application stage.

To reduce bushfire risk, most development is proposed at the western edge of the site where gradients are least, and accessibility is maximised. Further, the proposal will include a new and expanded fire station, as well as co-located community and open space which can function as a place of refuge in the event of natural emergencies. These new facilities are proposed to service both the proposed development as well as existing development within the Kalkite Village, as the existing firefighting facilities are inadequate.

**Snowy Mountains Special Activation Precinct**

The proposal is consistent with the Snowy Mountain SAP's intent to deliver a year-round tourism destination by providing much needed housing, including diverse housing options. Such housing could accommodate employees of expanded tourism industry and provide some housing for tourist-related accommodation. Although Kalkite is somewhat detached from Jindabyne centre, it is expected to act as a permanent housing market rather than a market predominantly for tourists.

The proposal would offer additional access and engagement with Lake Jindabyne's foreshore. In particular, it is likely to enhance existing foreshore walking and mountain bike riding. This represents tourism options in addition to the region's well-established snow sport facilities, thereby assisting with developing year-round tourism industry as sought by the Snowy Mountains SAP as well as the South East and Table Lands Regional Plan. It is noted that the proposal may have an opportunity to contribute to and benefit from the Lake Jindabyne shared trail with an opportunity to co-locate recreational infrastructure to the benefit of the broader community.

Further, the proposal includes some commercial floor space. There is potential for some of such floor space to be used by a local boutique food and beverage sector developing in Kalkite, as was identified during the associated consultation activities. This may provide a further alternative destination for visitors and contribute again to developing a year-round tourist destination.

The application has been assessed against the provisions of the following State Environmental Planning Policies:

State Environment Planning Policies (SEPPs)	Assessment Notes
State Environmental Planning Policy (Biodiversity and Conservation) 2021	The biodiversity values of the subject site and potential ecological impacts of future development have been assessed by Cumberland Ecology, and the findings are provided in the Biodiversity Assessment Report (Appendix 4). The indicative layout plan does seek to minimise ecological impacts by locating

	<p>higher density lots in the 'lower paddock', which contains the lowest biodiversity value and locating the lower density lots in the 'middle' and 'top paddocks', which include the highest biodiversity value. Early engagement from BCD was sought, and further conservation measures may be required, especially across the east of the site. The site may be suitable for biodiversity certification, and further discussions on the preferred approach should occur post Gateway determination.</p>
<b>State Environmental Planning Policy (Housing) 2021</b>	<p>The proposal does not contain provisions that will contradict or hinder this SEPP's application. Rather, the proposal is consistent with the principles of the SEPP as provided in clause 3. The proposal seeks to increase housing supply whilst its range of lot sizes will cater for various housing structures and potentially contribute towards affordability.</p>
<b>State Environmental Planning Policy (Precincts—Regional) 2021</b>	<p>The site is proximate to the Snowy Mountains Activation Precinct and takes some strategic justification from this project. However, the Precincts—Regional SEPP will not apply to this site.</p>
<b>State Environmental Planning Policy (Primary Production) 2021</b>	<p>Chapter 2 of this SEPP relates to primary production and rural development with the aims of the chapter including to facilitate the orderly economic use and development of lands for primary production, reduce land use conflict and sterilisation of rural land and encourage sustainable agriculture.</p> <p>It is noted that the site is currently utilised for extensive agriculture and holds some primary production value. Some of the site is too steep with scattered rocky outcrops and marginal soils, not generally conducive to support crop production. Given the site specific merit for residential development and the sites limited agricultural values an argument for rezoning could be supported.</p>
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>	<p>An investigation into contamination on the site has been undertake through a preliminary site investigation (PSI). The PSI identified contamination consistent with agriculture and related activities, remedial work is likely</p>

	<p>required prior to development.</p> <p>The site is identified as category 3 bushfire prone lands. As a result early engagement from RFS has been sought and the strategic bush fire study has been prepared in accordance with RFS comments and Planning for Bushfire Protection 2019.</p>
<b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b>	<p>It is noted that the proposal does not contain provisions that will contradict or hinder the application of this SEPP. The intent of the proposal to create over 200 residential lots is considered by the SEPP to be traffic generating development. As such early engagement with Transport for NSW. Transport for NSW have requested the intersections with Eucumbene and Kosciuszko Roads and Hilltop and Kosciuszko Road should be included as part of the traffic impact assessment (TIA), this is reflected in the amended TIA.</p>

## SECTION 9.1 MINISTERIAL DIRECTIONS

The planning proposal is considered consistent with most s9.1 directions where there are inconsistencies it is considered these are justifiable or minor in nature.

<b>Section 9.1 Direction</b>	<b>Assessment Notes</b>
<b>1.1 Implementation of Regional Plans</b>	The proposal is consistent with the relevant directions in the South East and Tablelands Regional Plan. It has been demonstrated that the proposal is particularly consistent with the Snowy Mountains SAP.
<b>1.3 Approval and Referral Requirements</b>	The application has minimised the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority.
<b>1.4 Site Specific Provisions</b>	The proposal is consistent with the direction as the need for site specific provisions has been minimised and the proposed zoned are already in the SRLEP and permit the intended land uses.
<b>3.1 Conservation Zones</b>	Parts of the site are nominated as environmentally sensitive land. In response, the proposal seeks to minimise potential impacts on existing vegetation by including large lots in the eastern part of the site and increasing density towards the western portion of the site, or the 'lower paddock', where there are no native trees and very limited natural sensitive in general. The 'lower paddock' is well suited to development for this reason.

<b>3.2 Heritage Conservation</b>	<p>This PP is accompanied by a Historical and Aboriginal Heritage Assessment prepared by Ecological. The site is near local heritage item 'Lake Jindabyne'. The proposed rezoning of the study area would not cause a heritage impact on Lake Jindabyne, and any future impact due to the rezoning is likely to be negligible, given the low-density nature of the proposal. Similar development already exists in the vicinity, and the steep topography will continue to allow for extensive views. No specific significant views to and from Lake Jindabyne have been identified in the listing in regard to the study area. Regardless, the proposal minimises landscape-related view impacts by proposing an overall low density and low-built form. Development is concentrated towards the site's lower portion (i.e. 'Lower paddock') such that the dominant view towards the elevated parts of the site from the lake are unaffected.</p> <p>Ecological also concluded that Aboriginal objects are unlikely to be present in the study area, and the proposed works will not impact sites and objects.</p>
<b>3.3 Sydney Drinking Water Catchments</b>	<p>The site is not within the Sydney Drinking Water Catchment. Whilst it may not be within the catchment, the principles of this direction warrant consideration given the site's proximity to Lake Jindabyne. In summary, any impacts to the lake as a result of the proposal are negligible given the foreshore between the subject site and the lake is some 100m in width. Further, the proposal allows for substantial drainage lots, and its low density nature will result in minimal stormwater generation. The proposal would also be connected to a reticulated sewer system.</p>
<b>4.1 Flooding</b>	<p>The subject site falls entirely above the flood planning level, small portions of the site fronting lake Jindabyne are subject to the probably maximum flood level (PMF) although the concept layout provides for all dwellings to be built above the PMF level. As such the proposal is considered consistent with this direction.</p>
<b>4.3 Planning for Bushfire Protection</b>	<p>The site and locality are bushfire prone. Extensive investigations were undertaken by Australian Bushfire Protection Planner P/L (ABPP) to ensure that the proposal would be consistent with the objectives and prescriptive requirements of this direction. These investigations included ongoing consultation with the NSW Rural Fire Service. The strategic assessment prepared by ABPP (Appendix 3) outlines in detail how the proposal is consistent with the direction. In summary, though, consistency will be achieved principally through the following means:</p> <ul style="list-style-type: none"> <li>• Applying perimeter roads where required.</li> </ul>

	<ul style="list-style-type: none"> <li>• Adopting density and lot sizes which will allow for the necessary Asset Protection Zones (AZ).</li> <li>• Proposing the construction and dedication of a new fire station.</li> <li>• Including provisions for a park as well as a community centre, which would complement the fire station. In essence, these features which ensure that residents of the proposal as well as the existing Kalkite village can have suitable 'refuge in place' facilities in the event of a major emergency.</li> </ul>
<b>4.4 Remediation of Contaminated Land</b>	<p>A preliminary site investigation (PSI) has been prepared by Lanterra Consulting and is provided at Appendix 6. The PSI concludes that overall, the majority of the site is suitable for the proposed large lot residential with a neighbourhood centre and community space. Remedial works to remove zinc impacted soil from around the shearing shed and possibly around the hay shed will be required should the site be redeveloped. After the demolition of these structures, validation of the underling soil will be required.</p>
<b>5.1 Integrating Land Use and Transport</b>	<p>The development of the 'lower paddock' is subject to detailed design and ongoing assessments. However, the concept design included as part of this PP demonstrates that the proposal's most dense area can be traversed without the need for vehicles. That is, it includes a 'central spine' road which maximises accessibility, and then provides convenient access to the foreshore. Combined with a perimeter road around most of the 'lower paddock', the area will be walkable, convenient and usable by various methods of active transport.</p> <p>Further, the 'lower paddock' includes a B1 – Neighbourhood Village zoning. This will allow for some convenience services which are currently absent in Kalkite. It will therefore avoid residents having to use private vehicles to access such goods and services at either Jindabyne or Cooma. In this case, the proposal will be consistent with this direction.</p>
<b>5.2 Reserving Land for Public Purposes</b>	<p>The proposal includes approximately 10,000m<sup>2</sup> of land for public purposes. Most of this land is proposed within the 'lower paddock'. It comprises of active and passive recreation areas, as well as a community centre and a new fire station. A new slip lane is proposed at along lower Kalkite Rd to provide safe access to the proposal. Provision has already been made for drainage reserves and the like, although, such land will most likely be delivered as passive recreation areas.</p> <p>Given the above, the proposal will be consistent with this direction.</p>

<p><b>6.1 Residential Zones</b></p>	<p>This PP will broaden and increase the choice of dwelling types within Kalkite. The increased residential density will be adequately serviced through the required upgrades to current services and introduction of new services and infrastructure, where required.</p> <p>It is generally accepted that housing is becoming increasingly unattainable in the Sydney metropolitan area as well as in NSW's regions. Housing unattainability is arguably intensified in the Snowy Mountains regions as a result of the influx of employees during the snow season. The proposal will assist in alleviating this current trend by increasing housing supply as well providing a range of lot sizes which will suit a range of demographics.</p>
<p><b>7.1 Business and Industrial Zones</b></p>	<p>The proposal includes business zoned land to facilitate a neighbourhood centre including local shops and a community hall. The proposal is consistent with this direction as it introduces additional business zoned land and does not seek to reduce any existing business or industrial zones.</p> <p>Further, the economic impact assessment provided at Appendix 5 concludes that the proposal's quantity of business-related floor space, would not undermine existing or planned commercial centres elsewhere in the region.</p>
<p><b>9.1 Rural Zones</b></p>	<p>The proposal is inconsistent with this direction as it seeks to convert existing rural zoned land to RU5, B1, SP2, RE1 and C3. However, this PP is not inconsistent with the objective of the direction given more than half of the subject site's area is proposed to be zoned C3 – Environmental Management. Within the C3 zone, 'extensive agriculture' is a permissible land use without consent, whilst a range of other agricultural and rural type land uses are permitted with consent. Further, the total area of such land within the C3 zone is approximately 30ha, which is sufficient to undertake some form of agriculture if desired.</p> <p>As provided by the direction, a proposal may be inconsistent with the direction if the site in question is the subject of a strategy which is endorsed by the Planning Secretary. As has been discussed throughout this PP, the subject site is within the Snowy Mountains SAP which is a strategy jointly released by DPE and the NSW Department of Regional Development. In its correspondence to the proponent dated 3 August 2021, DPE encouraged the lodgement of a PP for the proposal largely because the site is subject to the strategic direction of the Snowy Mountains SAP.</p> <p>It should also be recognised that the subject site, and much of</p>

	<p>the other land which surrounds it, is not ideally suited to agricultural land uses because of its steep gradient. Extensive agricultural development is arguably incompatible with the residential development in the existing Kalkite Village, as well as the 'Three Rivers' development which is currently under construction.</p> <p>Neither would the proposal inhibit agricultural or rural type land uses elsewhere within the region. The Snowy Monaro Local Strategic Planning Statement 2020 (LSPS) notes that constraints around agricultural activities are prevalent in this area.</p>
<b>9.2 Rural Lands</b>	See response provided in relation to Direction 9.1 – Primary Production.

## CONSULTATION

Early engagement with the community, government agencies and Council is vital to the success of a planning proposal. Council staff emphasised this to the proponent early in the process. The proposal is accompanied by a consultation and engagement report (attachment 2) which outlines activities undertaken before the lodgement of the proposal.

The proponent held a community consultation session regarding the proposal on 26 March 2022. The consultation and engagement report identifies that:

*"Residents of Kalkite and surrounds expressed hesitation to the proposal initially. Upon demonstrating potential concepts, the outcomes of specialist site investigations, and the full extent of worsening housing affordability, there was general support for the proposal. It is acknowledged that a number of residents remain opposed to the proposal, however. Some particular feedback from residents included the capacity of Kalkite road to accommodate further traffic, the capacity of existing water and sewer services, and the impact on the landscape character."*

Preliminary community consultation and engagement with Council and several government agencies have been undertaken. Formal correspondence regarding the proposal has been received from the Department of Planning and Environment, NSW RFS and Transport for NSW.

Theme	Issue/concern Raised	Proposed Measure
Roads and Transport	In section 5.1 of TIA the assumption has been made that '20% of the proposed lots will be utilised for a dual occupancy development'. I am not sure if 20% is the right assumption and what are the basis of this assumption. Usually in engineering design we consider the worst case scenario and that would be 100% dual occupancy rate. In this case 50% dual occupancy rate would be more reasonable to assume, as we have considered 50% dual occ rate previously for one of the DAs in nearby	Reflect in updated Traffic Impact Assessment (TIA)

	areas.	
	SIDRA modelling software has been used for the intersection treatment for section A, section B and section C. The outcome of the intersection treatment for section A will change if the dual occ rate is assumed to be 50%. For section B and section C, there's no safe intersection sight distance taken into consideration while proposing the intersection treatment. The location of the access for section B and C should achieve SISD in accordance with AGRD Part 4A for the design speed of 90km/h and the reaction time of 2 seconds. Section B and section C have 4 lots each, the intersection of the of section B and C with the Kakite road should have a minimum Basic Left Turn (BAL) and Basic Right Turn (BAR) intersection treatment in accordance with AGRD Part 4 and 4A.	Reflect in updated TIA
	Section 5.4 of TIA have considered 20 workers per day and considered 1.25 workers per day, this needs to be 1 car per worker. The report hasn't considered other vehicular during construction such as consultants, council's and other stakeholders site visits.	Reflect in updated TIA
	Upgrade Eucumbene and Kalkite Road intersection – Essential for development to proceed	Incorporate into upgrade into Development Control Plan (DCP) for land to be released – Consider URA overlay or equivalent as part of planning proposal
	Upgrade and widening pavement for Kalkite Road - Essential for development to proceed	Incorporate into upgrade into DCP for land to be released – Consider URA overlay or equivalent as part of planning proposal
	Upgrade and widen Eucumbene Road and seal Hilltop Road	Consider recommendations of revised TIA – potential for inclusion in contributions plan or part of a VPA
	Number of lots serviced by a cul-de-sac	Incorporate some design guidance into DCP this may include, perimeter roads, limited usage of cul-de-sacs, connectivity through

8.2 PLANNING PROPOSAL - 56 HILLDOWNS ROAD, KALKITE

		laneways/linear open space and RFS requirements
	Analysis of the impact of the additional traffic associated with the PP on the local road intersections with Kosciuszko Road (i.e. Eucumbene Road, Hilltop Road) is required as part of the TIA.	Consider suitability of intersections with Kozi Road
Recreation and Open Space	Consideration of linear/pedestrian linkages particularly from proposed development to foreshore	Incorporate as part of DCP
	One area of open space would be preferred to the two proposed, this would be preferable to be located on the foreshore and could have a dual use function as a trail head for the round the lake trail.	Proponent has offered to workshop optimal location with relevant Council staff post gateway determination.
	Area identified as sports field, is too small to formally perform this purpose and should not be referred to as this.	Should be amended in proposal and plans
Water and Wastewater	Hydraulic modelling to ensure systems adequacy	Council is currently preparing a hydraulic model for Kalkite.
	Water reticulation system should be augmented to ensure separate rising and delivery main	Incorporate in new development servicing charges, currently being prepared by Council
	Water treatment, passed just chlorinated stage	Incorporate in new development servicing charges, currently being prepared by Council – villages provides guidance of cost, though more capacity may be required.
	Waste water system hydraulic modelling <ul style="list-style-type: none"> <li>This is critical to ensure that the existing infrastructure can handle further throughput</li> <li>This is being conducted under another project</li> </ul>	Being undertaken by Council as part of grant funded STP project.
	Grey water reuse system for the development should be investigated to avoid capacity constraints.	Further discussions with the proponent will be required. The preferred outcome should be incorporated into

		a DCP or VPA prior to finalisation of the planning proposal.
Biodiversity and Conservation	<p>Area 1 (immediately adjacent to Lake Jindabyne, Western Lot). BCD are not opposed to the development of this area provided the values of the area are properly understood.</p> <p>There will be offsets required if the proposal goes ahead as currently presented, we recommend undertaking Stage 1 of the Biodiversity Assessment method to adequately assess the area. We understand the Proponent's desire to align with the Kalkite Village density, the intention to support the Snowy Monaro Regional Council with the required road upgrades and to provide other recreational infrastructure within this area.</p>	<p>It is noted that the majority of proposed development is identified in this area with comparatively lower ecological values.</p> <p>Further biodiversity assessment is expected to occur post gateway determination.</p>
	<p>Area 2 (middle paddock, Central Lot). BCD suggests this area also be surveyed to understand its value more fully to either zone for large lots and/or as a potential offset site for Area 1. Again, this would be evidenced by a BAM Stage 1.</p>	<p>The proposal has been amended to provide a larger MLS in this area to reduce potential development impacts. Further biodiversity assessment is expected to occur post gateway determination.</p>
	<p>Area 3 (top paddock, Eastern Lot). BCD suggest this area may hold the highest biodiversity values of the three and this would also be evidenced by a BAM Stage 1. Additionally, this area could provide the greatest offset potential for the other two areas and a building envelope for one dwelling.</p>	<p>The proposal has been amended to provide a larger MLS in this area to reduce potential development impacts. Further biodiversity assessment is expected to occur post gateway determination.</p>
	<p>To achieve the above in the most efficient and timely manner, BCD also suggests the Proponent consider the merits of investigating the benefits of a streamlined Biodiversity Certification for the areas of land proposed for development at this time.</p>	<p>A Biodiversity Certification process has been recommended to the proponent and may be undertaken after a gateway determination is received.</p>

## CONCLUSION

The planning proposal for 56 Hilldowns Road, Kalkite (attachment 1) is generally consistent with Council's strategic framework and should be progressed to Gateway determination. The proposal

is considered to be consistent with relevant legislation and ministerial directions, and where an inconsistency is identified, this is justifiable or minor in nature.

In conclusion, it is considered that the proposal is generally aesthetically, economically, socially and environmentally acceptable, having regard to the surrounding natural and built environment. Accordingly, the proposal is recommended to be sent to the Department of Planning and Environment for Gateway determination.

If a Gateway determination is issued, the proposal may proceed subject to the conditions of the Gateway being met, including formal referral to government agencies and public exhibition of the proposal for a minimum of 28 days.

## ATTACHMENTS

1. Planning Proposal - 56 Hilddowns Road Kalkite (*Under Separate Cover*)
  2. Consultation and Engagement Report\_PP-2022-1811 56 Kalkite Road Hilddowns (*Under Separate Cover*)
  3. Transport Impact Assessment - 56 Hilddowns Road Kalkite (*Under Separate Cover*)
  4. Strategic Bush Fire Assessment - 56 Hilddowns Road, Kalkite - Planning Proposal - 27.04.2022 (*Under Separate Cover*)
  5. Biodiversity Assessment Report - 56 Hilddowns Road, Kalkite (*Under Separate Cover*)
  6. Aboriginal Heritage Due Diligence Assessment\_PP-2022-1811 (*Under Separate Cover*)
  7. Historic Heritage Assessment\_PP-2022-1811 - 56 Kalkite Road Hilddowns (*Under Separate Cover*)
  8. Economic Impact Assessment\_PP-2022-1811 56 Kalkite Road Hilddowns (*Under Separate Cover*)
  9. Geotechnical Advice\_PP-2022-1811 56 Kalkite Road Hilddowns (*Under Separate Cover*)
  10. Site Investigation Report - 56 Kalkite Rd Hilddowns (*Under Separate Cover*)
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**9.1.1 2021-2023 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME -  
SUCCESSFUL APPLICATION NOTIFICATION**

Record No: I22/574

**OFFICER'S RECOMMENDATION**

That Council

- A. Receive and Note the successful application under CTPIGS 2021-23 grant scheme for \$85,097.80 for 9 bus shelters within the Monaro Region.
- B. Allocate \$64,000 to the 2022/23 budget and \$21,097.80 to the 2023/2024 budget.
- C. Add construction of the following bus shelters to the capital works program within Council's 2022-2026 Delivery Program and 2022-2023 Operational Plan:
  - i. Jerrara Drive, East Jindabyne;
  - ii. Bombala Street, Nimmitabel;
  - iii. Cooma North Public School, Mittagang Road, Cooma;
  - iv. Bombala Primary School, Bright Street, Bombala;
  - v. Bombala High School, Bright Street, Bombala
  - vi. Monaro High School, Mittagang Road, Cooma;
  - vii. Eucumbene Road/Kosciuszko Road, Kalkite
  - viii. Hilltop Road/Kosciuszko Road, Jindabyne;
  - ix. Avonside Road/Kosciuszko Road, Jindabyne.

**ISSUES**

Transport NSW, on behalf of the NSW Government, have advised Snowy Monaro Regional Council that our submission for funding under the Country Passenger Transport Infrastructure Grants Scheme (CPTIGS) was successful and Council has been granted \$85,097.80 for nine (9) bus shelters at the locations nominated in the 2021-23 CPTIGS program application. The 9 bus shelters nominated were selected following consultation with community, local schools and bus operators.

Council are required to complete all works and provide final completion reports by 9 June 2024.

The CPTIGS provides subsidies to support the construction or upgrade of bus stop infrastructure (generally owned and maintained by local councils) across country NSW. The Scheme aims to maximise benefits to country passengers through supporting:

- more accessible passenger transport, focusing on better connections between bus stops and surrounding communities;
- an increase in the use of passenger transport in country areas through improved awareness of bus stop locations, kerbside information and improved security (e.g. tactile ground indicators and lighting); and
- the development of minor infrastructure to complement passenger service development.

## RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
External Political Environment	Low	Low	Yes
Financial Sustainability	Low	Low	Yes
Health and Safety	Medium	Low	Yes
Reputation and Image	Medium	Low	Yes
Service Delivery	Medium	Low	Yes

Each of the locations identified for funding deliver a new bus shelter for school children and must comply with the Disability Standards for Accessible Public Transport. Those risk types identified as Medium exist due to the following:

- Health & Safety. The lack of any bus shelter or formally identified school bus facility exposes school children to moving traffic or potential traffic blind spots during parent drop-off/pick-up times.
- Reputation & Image. Council have a duty of care and obligation to provide suitable bus shelter facilities for school children where needed.
- Service Delivery. Councils capital works program has already been approved for the 2022/23 financial year. Additional commitments places a strain on the existing workforce. However, plans to recruit additional staff within the Infrastructure Group, funded by external grant funding opportunities, is already underway and greater staff availability will reduce this risk to LOW.

## FINANCIAL IMPACTS

	Amount	Details
Capital Investment	\$85,097.80	Purchase and Installation Costs
Capital Funding Source	\$85,097.80	NSW Government CPTIGS 2021-23

An initial transfer of 30% (\$31,050) of the total approved subsidy amount will be made upon TfNSW receiving confirmation from SMRC of the terms and conditions of the grant in conjunction with a correct invoice to TfNSW.

Receipt of an acceptable final report in conjunction with a correct invoice will enable the transfer of the remaining 70% (\$54,047.80) of the approved grant.

**RESPONSIBLE OFFICER:** Manager Infrastructure

## OPTIONS CONSIDERED

Not accepting the funding will result in a lower standard of service provision for public transport users.

### **IMPLEMENTATION PLANS**

Implementation of the recommendations will be through acceptance of the funding and adding the bus shelter construction to the capital works program within Council's 2022-2026 Delivery Program and 2022-2023 Operational Plan.

### **EXISTING POLICY/DECISIONS**

N/A

### **BACKGROUND**

Nil.

### **ATTACHMENTS**

Nil.

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**9.1.2 REGIONAL HOUSING FUND - KALKITE SEWAGE TREATMENT PLANT UPGRADE -  
SUCCESSFUL GRANT APPLICATION NOTIFICATION**

Record No: I22/625

**OFFICER'S RECOMMENDATION**

That Council:

- A. Receive and note the advice of the successful grant application for the amount of \$1,400,000 under the NSW Regional Housing Fund for the delivery of the Kalkite Sewage Treatment Plant upgrade.
- B. Reduce the 2022-2023 budget by \$500,000 and allocate these funds to the 2023-2024 budget year.

**ISSUES**

On 3 February 2022, the \$30 million NSW Regional Housing Fund was announced by the NSW Government as an initial response to the recommendations of the Regional Housing Taskforce.

The program incentivises councils to address the recommendations of the Regional Housing Taskforce by offering funding to deliver infrastructure and open space projects that directly support the delivery of new housing supply.

Twenty-five projects have been approved across NSW for funding as part of the Regional Housing Fund. Projects include new roads, sewer upgrades, stormwater works, park upgrades, community facilities and new open space.

On 24 August 2022 the NSW Department of Planning and Environment (DPIE) advised Council that the application for the Kalkite Sewage Treatment Plant upgrade was successful. The success of this application was largely due to the work undertaken by Council's Strategic Planning and Water and Wastewater teams in putting together a high quality grant application.

The project will be delivered by the end of 2023 in stages consisting of the following elements:

- Kalkite STP effluent polishing plant
- Kalkite sewer system hydraulic modelling
- Kalkite STP upgrade options study

**RISK ASSESSMENT**

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Medium	Low	Yes
Economic Activity	Medium	Low	Yes
Environmental Security	Low	Low	Yes
Financial Sustainability	Medium	Low	Yes
Health and Safety	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes

9.1. REGIONAL HOUSING FUND - KALKITE SEWAGE TREATMENT PLANT UPGRADE - SUCCESSFUL GRANT APPLICATION  
2 NOTIFICATION

Service Delivery	Medium	Low	Yes
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This upgrade project will ensure additional housing can be provided in Kalkite. Utilising external funding to upgrade this asset assists with Council's financial sustainability and ensures services continue to be delivered in a manner that meets our environmental, health and safety obligations.

#### FINANCIAL IMPACTS

	Amount	Details
Current Annualised Net Cost		See comment below
Estimated Annualised Net Cost		See comment below
Capital Investment	\$1,400,000	Project costs
Capital Funding Source	\$1,400,000	NSW Regional Housing Grant

Annualised net costs for operation of the Kalkite STP will reduce as a result of this upgrade. At this stage of the project (commencement), the amount of reduction is not known however this will become clear as the project proceeds. Operational cost improvements will relate to more efficient plant operation.

**RESPONSIBLE OFFICER:** Manger Water and Wastewater Operations

#### OPTIONS CONSIDERED

Not proceeding with the grant and project will be contrary to the adopted Delivery Program and Operational Plan and would result Council having to identify other funding options for this necessary upgrade.

#### IMPLEMENTATION PLANS

As this project is already in the 2022-2026 Delivery Program and 2022-2023 Operational Plan and in the 2022-2023 budget, the funding agreement and first invoice has been submitted. Implementation will commence with preparation and submission of a detailed project plan to DPIE by 30 September 2022.

#### EXISTING POLICY/DECISIONS

This project is already in the already in the 2022-2026 Delivery Program and 2022-2023 Operational Plan and in the 2022-2023 budget. As the project will be delivered by the end of 2023, it is recommended the budget be adjusted to push \$500,000 into 2023/24 budget.

#### BACKGROUND

Nil.

9.1. REGIONAL HOUSING FUND - KALKITE SEWAGE TREATMENT PLANT UPGRADE - SUCCESSFUL GRANT APPLICATION  
2 NOTIFICATION

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## **ATTACHMENTS**

Nil.

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### 9.2.1 MONTHLY FUNDS MANAGEMENT REPORT - AUGUST 2022

Record No: I22/621

#### OFFICER'S RECOMMENDATION

That Council

- A. Receive the report indicating Council's cash and investments position as at 31 August 2022; and
- B. Receive the certificate of the Responsible Accounting Officer.

#### ISSUES

The effective management of Council funds in accordance with Council's Investment Policy and regulatory requirements. To assist financial sustainability and the intangible expectations of the community.

#### RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Financial Sustainability	Low	Low	Yes

Total cash and investments are managed to ensure the protection of the principal invested, there is appropriate levels of liquidity to fund service provision and investment returns are maximised within policy and statutory constraints.

#### FINANCIAL IMPACTS

Lower yields in a low interest rate environment may require expectations and budgets to be adjusted. As interest rates rise, the investment strategy needs to be agile to ensure Council can take advantage of higher yield investments when they are presented.

**RESPONSIBLE OFFICER:** Chief Financial Officer

#### CERTIFICATION

I, Tracy Sligar, Responsible Accounting Officer of Snowy Monaro Regional Council hereby certify, as required by Clause 212 of the Local Government (General) Regulation 2021, 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.

#### OPTIONS CONSIDERED

Council's Monthly Funds Management Report meets the requirements of Council's Investment Policy and regulatory requirements.

To take advantage of increasing interest rates, a move has been made to maximise the investment portfolio that is placed in cash products, such as term deposits. This reduces the amount held in at call accounts, which are now earning lower yields than term deposits. Diversifying the portfolio's maturity dates will enable Council to have access to cash on a regular basis, if required, and ensure agility to be able to access term deposits with higher yields as they become available.

## IMPLEMENTATION PLANS

Investment of surplus funds that are not required to manage short-term cash flow.

## EXISTING POLICY/DECISIONS

Council's Investment Policy (SMRC258)

The Policy was reviewed in April 2020 by Council Resolution Number 72/20 and was next due for review on 16 April 2022. The Audit, Risk and Improvement Committee have agreed to review any changes to the policy prior to any proposed changes being considered by the Council for adoption. The aim of Council's Investment Policy is to provide a framework for the investing of Council funds at the most favourable rate of interest available to it at the time whilst having due consideration of risk and security for that investment type and ensuring that its liquidity requirements are being met.

## BACKGROUND

### Council's Cash and Investments 31 August 2022:

DATE INVESTED	FINANCIAL INSTITUTION	Short-Term Rating	Long-Term Rating	TYPE	CURRENT INVESTMENT	INTEREST RATE	MATURITY
n/a	National Australia Bank - Cash at Bank	A1+	AA-	Cash	3,023,586	*Tiered	n/a
n/a	National Australia Bank - At Call	A1+	AA-	At Call	7,136,965	1.00%	At Call
29-Jun-18	National Australia Bank	A1+	AA-	TD	4,000,000	2.70%	29-Jun-23
11-Sep-18	Rabodirect	A1	A	TD	2,000,000	3.33%	08-Sep-23
17-Dec-18	Rabobank Australia	A1	A	TD	2,000,000	3.15%	16-Dec-22
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
17-Mar-20	ING Bank	A1	A	TD	1,000,000	1.63%	17-Mar-25
20-Mar-20	Bank of Queensland	A2	BBB+	TD	1,000,000	1.85%	19-Mar-25
27-Jan-21	National Australia Bank	A1+	AA-	TD	5,000,000	0.80%	27-Jan-26
02-Dec-21	Judo Bank	A3	BBB-	TD	1,000,000	1.10%	02-Dec-22
17-Mar-22	Bendigo and Adelaide Bank Limited	A2	BBB+	TD	4,000,000	1.15%	17-Mar-23
05-May-22	MyState	A2	BBB+	TD	5,000,000	3.25%	03-Nov-23
05-May-22	Judo Bank	A3	BBB-	TD	4,000,000	2.95%	05-May-23
22-Jun-22	MyState	A1+	AA-	TD	4,000,000	4.30%	26-Jun-24
18-Aug-22	National Australia Bank	A1+	AA-	TD	40,000,000	2.90%	18-Nov-22
23-Aug-22	Australian Military Bank	A2	BBB+	TD	2,000,000	4.41%	22-Aug-24
					<b>87,160,552</b>		

\*Tiered rate means we will earn different rates of interest depending on the balance of our account. If our account balance is above a certain level, the bank will pay a higher rate of interest on the whole balance.

### Council's Unrestricted and Restricted Funds 31 August 2022:

Council is still completing its year end financial statements which includes calculating the restricted and unrestricted cash balances as at 30 June 2022. The external and internal restricted balances shown below are balances as at the last audited date of 30 June 2021. These figures will be updated once the 30 June 2022 audit has been completed. For this reason, the unrestricted funds balance is also subject to change and may look significantly lower than what is reported below.

<b>Unrestricted Funds</b>	<b>\$11,152,552</b>
<b>Restricted - external</b>	<b>\$66,750,000</b>
<b>Restricted - internal</b>	<b>\$9,258,000</b>
<b>Total</b>	<b>\$87,160,552</b>

**Unrestricted Funds** are current funds with no internal or external restrictions imposed on them as to use or purpose, including grants to be applied to projects in the current financial year. Unrestricted funds are not completely free of restrictions, as they are still subject to Council regulations.

**Restricted Funds** refer to funds that cannot be used for general purposes as they are either subject to some form of external legislative, contractual obligation or are kept for the purpose of funding commitments that are expected to arise in the future. They are stated and restated each year and disclosed more fully in the audited general purpose financial report for each June year end.

### Cash Flow Forecast to 30 June 2023:

<b>Month</b>	<b>Opening Balance</b>	<b>Closing Balance</b>	<b>Movement (+/-)</b>
August	624,301.11	3,023,586.39	2,399,285.28
09/2022 (*)	3,023,586.39	2,253,077.69	(770,508.70)
10/2022 (*)	2,253,077.69	2,741,673.78	488,596.09
11/2022 (*)	2,741,673.78	3,305,058.93	563,385.15
12/2022 (*)	3,305,058.93	4,446,273.14	1,141,214.21
01/2023 (*)	4,446,273.14	5,330,838.09	884,564.95
02/2023 (*)	5,330,838.09	8,881,939.09	3,551,101.00
03/2023(*)	8,881,939.09	8,229,426.03	(652,513.06)
04/2023 (*)	8,229,426.03	10,528,557.46	2,299,131.43
05/2023 (*)	10,528,557.46	7,636,191.04	(2,892,366.42)
06/2023 (*)	7,636,191.04	5,232,328.89	(2,403,862.15)

\* Projected cash flow for 2022/23 based on 21/22 actual cash flow movements.

**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
August	1.84%	2.10%	2.46%	-0.35%
July (2022)	1.59%	1.59%	2.15%	-0.56%

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

**ATTACHMENTS**

Nil.

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## 9.2.2 MONTHLY BUDGET REVIEW STATEMENT (MBRS) TO 31 AUGUST 2022

Record No: I22/626

### OFFICER'S RECOMMENDATION

That the Budget Review Statement for the month ended 31 August 2022 be received and the variations noted therein be approved.

### ISSUES

This Monthly Budget Review Statement for August 2022 (the 'Statement') requests variations to the recently adopted budget for 2022/23 as subsequent information has been received that requires inclusion in the current year budget.

All budget adjustments for August 2022 result in a NIL impact to the Net Operating Result before Capital items. The budget deficit remains at \$417k since last reported as at 31 July 2022.

The balances reported are current at the date of preparation, i.e. 05 September 2022.

This Monthly Budget Review Statement for August 2022 comprises:

- Responsible Accounting Officer's Statement
- Income and Expenses Budget Review Statement
  - By type
  - By business unit
- Cash and Investments Budget Review Statement
- Capital Budget Review Statement

### Responsible Accounting Officer's Statement

It is my opinion that the Monthly Budget Review Statement for Snowy Monaro Regional Council for the month ended 31 August 2022 indicates that Council's projected financial position as at 30 June 2023 is unsatisfactory, having regard to the estimates of income and expenditure and the original budgeted income and expenditure.

My opinion above, that Council's projected financial position as at 30 June 2023 is unsatisfactory has been based on the following factors:

1. a deficit budget, when accumulated with previous years' deficits, is not financially sustainable;
2. a deficit budget does not enable the governing body to plan for unforeseen events;
3. a deficit budget relies on a deterioration of the capital base for ongoing operations.

Recommended remedial action to deal with this unsatisfactory position includes:

- a. Future budgets need to be in surplus to restore to an adequate level of working capital;
- b. Revenue opportunities must also be considered;

9.2.2 MONTHLY BUDGET REVIEW STATEMENT (MBRS) TO 31 AUGUST 2022

c. Service reductions to core services should be avoided by exhausting all other options first.

## Income and Expenses Budget Review Statement

Budget review for the month ended 31 August 2022

### Income & expenses - Council Consolidated

(\$000's)	Original budget 2022/23	Approved Changes					Revised budget 2022/23	Variations for this Aug Mth	Notes	Projected year end result	Actual YTD figures	Variance Surplus (Deficit)
		Carry forwards	Other than by QBRS	Jul MBRS	Aug MBRS	Sep MBRS						
<b>Income</b>												
Rates and annual charges	33,992						33,992	-		33,992	23,320	(10,672)
User charges and fees	17,860			33			17,893	66	1	17,959	1,376	(16,517)
Other revenues	363						363	-		363	35	(328)
Other income	-						-	-		-	-	-
Grants and contributions - operating	28,959						28,959	432	2	29,391	1,696	(27,263)
Grants and contributions - capital	88,231			2,000			90,231	392	3	90,623	2,287	(87,944)
Interest and investment revenue	1,288						1,288	-		1,288	249	(1,039)
Net gain from disposal of assets	356			500			856	-		856	84	(772)
Rental income	1,075						1,075	-		1,075	214	(861)
<b>Total income from continuing operations</b>	<b>172,124</b>	-	-	<b>2,533</b>		-	<b>174,657</b>	<b>890</b>		<b>175,547</b>	<b>29,261</b>	<b>(145,396)</b>
<b>Expenses</b>												
Employee benefits and on-costs	30,753			(5)			30,748	-		30,748	4,304	26,444
Borrowing costs	5						5	-		5		5
Materials and services	31,827			38			31,865	498	4	32,363	4,403	27,462
Depreciation and amortisation	20,309						20,309	-		20,309	2,986	17,323
Other expenses	1,916						1,916	-		1,916	131	1,785
Net Loss from disposal of assets	-						-	-		-	-	-
<b>Total expenses from continuing operations</b>	<b>84,810</b>	-	-	<b>33</b>		-	<b>84,843</b>	<b>498</b>		<b>85,341</b>	<b>11,824</b>	<b>73,019</b>
<b>Net operating result from all operations</b>	<b>87,314</b>	-	-	<b>2,500</b>		-	<b>89,814</b>	<b>392</b>		<b>90,206</b>	<b>17,437</b>	<b>(72,377)</b>
<b>Net Operating Result before Capital Items</b>	<b>(917)</b>	-	-	<b>500</b>		-	<b>(417)</b>	-		<b>(417)</b>	<b>15,150</b>	<b>15,567</b>

The requested variations have no impact to the budget deficit of \$417k. Details of the variation requests for the month are summarised below:

Notes	Business Unit	Details		
1.		Increased income from works undertaken for South East local land services	1,750	
		RMCC Ordered Works	29,000	
		Increased income from additional Private Works	35,000	
				65,750
2.		Additional Operating Grant - Snow Sports Australia	50,000	
		Additional Operating Grant - Reconnecting Regional NSW	301,708	
		Additional Operating Grant - NSW Planning Portal	80,000	
		Additional Operating Grant - Naidoc Week	1,030	
				432,738
3.	Open Space	Additional Capital Grant - Queens Jubilee	10,000	
	Residential Aged Care	Additional Capital Grant - ACAR Grant Rd 2	817,733	
	Road Infrastructure	CPTIGS funding - Bus shelters	64,000	
	Water & Sewer	Reduce Capital Grants - NSW Regional Housing Grant, reallocate to 23/24 budget	500,000	
				391,733
4		Additional costs associated with the income noted in 1 & 2	498,488	
				498,488

9.2.2 MONTHLY BUDGET REVIEW STATEMENT (MBRS) TO 31 AUGUST 2022

**By business unit**

Budget review for the month ended 31 August 2022

**Income & expenses - Council Consolidated**

(\$000's)	Original budget 2022/23	Approved changes					Revised budget 2022/23	Variations for this Aug Mth	Notes	Projected year end result	Actual YTD figures
		Carry forwards	Other than by QBRs	Jul MBRS	Aug MBRS	Sep MBRS					
<b>Business Unit</b>											
Asset Management	(113)			-			(113)			(113)	(48)
Biosecurity	(963)			-			(963)			(963)	(94)
Building Certification	(288)			-			(288)			(288)	39
Cemetery Operations	57			-			57			57	27
Communications & Engagement	(699)			-			(699)			(699)	(191)
Community Facilities	8,175			(47)			8,127			8,127	(53)
Community Services Management	(291)			-			(291)			(291)	(62)
Community Support Programs	263			-			263			263	(164)
Corporate Projects	(267)			-			(267)			(267)	(35)
Customer Service	(246)			-			(246)			(246)	(55)
Development Certification	(832)			47			(784)			(784)	(63)
Economic Development	(324)			-			(324)			(324)	(62)
Emergency & Fire Services	(1,174)			500			(674)			(674)	(886)
Executive Team	(1,486)			-			(1,486)			(1,486)	(326)
Financial Services	(1,523)			-			(1,523)			(1,523)	(183)
Fleet & Plant	1,490			-			1,490			1,490	86
General Purpose Revenue	22,643			-			22,643			22,643	18,311
Governance	(608)			(15)			(623)			(623)	84
ICT	(2,709)			-			(2,709)			(2,709)	(921)
Internal Audit	(184)			-			(184)			(184)	(1)
Land & Property	(421)			-			(421)			(421)	(225)
Library	(726)			-			(726)			(726)	(120)
Open Space & Recreation	15,572			-			15,572	10		15,582	(392)
Organisational Development	(680)			-			(680)			(680)	-
Public Health & Environment	(368)			-			(368)			(368)	25
Ranger Services	(236)			15			(221)			(221)	(63)
Records Management	(223)			-			(223)			(223)	(32)
Residential Aged Care	3,419			-			3,419	818		4,237	(205)
Resource and Waste	1,685			-			1,685			1,685	5,474
Risk Management	(576)			-			(576)			(576)	(1,260)
Road Infrastructure	28,666			2,000			30,666	64		30,730	539
Strategic Planning	(1,350)			-			(1,350)			(1,350)	(142)
Tourism & Events	(977)			-			(977)			(977)	(59)
Water & Sewer	20,463			-			20,463	(500)		19,963	(1,630)
Workforce Management	2,144			-			2,144			2,144	124
<b>Net operating result from all operations</b>	<b>87,314</b>	-	-	<b>2,500</b>	-	-	<b>89,814</b>	<b>392</b>	-	<b>90,206</b>	<b>17,437</b>
Discontinued operations - surplus/(deficit)							-			-	
<b>Net operating result from all operations</b>	<b>87,314</b>	-	-	<b>2,500</b>	-	-	<b>89,814</b>	<b>392</b>		<b>90,206</b>	<b>17,437</b>

9.2.2 MONTHLY BUDGET REVIEW STATEMENT (MBRS) TO 31 AUGUST 2022

**Cash and Investments Budget Review Statement**

(\$000's)	*Opening Balance 2021/22	Original budget 2022/23	Approved changes					Revised budget 2021/22	Variations for this Aug Mth	Notes	Projected year end result	Actual YTD figures
			Carry forwards	Other than by QBRS	Jul MBRS	Aug MBRS	Sep MBRS					
<b>Externally restricted <sup>(1)</sup></b>												
Section 7.11	2,783	(1,337)						1,446			1,446	2,783
Section 64 - water	3,591	(2,226)						1,365			1,365	3,591
Section 64 - sewer	2,973	(2,721)						252			252	2,973
Specific purpose unexpended grants	14,818							14,818			14,818	14,818
Water fund	22,041	(22,041)						-			-	22,041
Sewer fund	14,392	(14,392)						-			-	14,392
Domestic waste management	281							281			281	281
Snowy River Hostel accommodation bonds	1,169							1,169			1,169	1,169
Yallambee Lodge accommodation bonds	3,062							3,062			3,062	3,062
Crown land reserves	1,475							1,475	(300)	1	1,175	1,475
Kamoto-Cooma friendships scholarship fund	44							44			44	44
Other	120							120			120	120
<b>Total externally restricted</b>	<b>66,749</b>	<b>(42,717)</b>	-	-	-	-	-	<b>24,032</b>	<b>(300)</b>		<b>23,732</b>	<b>66,749</b>
(1) Funds that must be spent for a specific purpose												
<b>Internally restricted <sup>(2)</sup></b>												
Plant and vehicle replacement	626							626			626	626
Employees leave entitlements	1,383							1,383			1,383	1,383
Deposits, bonds & retentions	677							677			677	677
Uncompleted works	303							303			303	303
Waste management	2,483	(2,121)						362			362	2,483
Former Snowy LGA	699							699			699	699
Former Bombala LGA	1,718							1,718			1,718	1,718
Stronger communities fund interest	1,370							1,370			1,370	1,370
<b>Total internally restricted</b>	<b>9,259</b>	<b>(2,121)</b>	-	-	-	-	-	<b>7,138</b>	-		<b>7,138</b>	<b>9,259</b>
(2) Funds that Council has earmarked for a specific purpose												
<b>Unrestricted (ie. available after the above Restricti</b>	<b>10,487</b>	-	-	-	-	-	-	<b>10,487</b>	-		<b>10,487</b>	<b>11,153</b>
<b>Total Cash &amp; investments</b>	<b>86,495</b>	<b>(44,838)</b>						<b>41,657</b>	<b>(300)</b>		<b>41,357</b>	<b>87,161</b>

\* Note: as final figures for 2021/22 are yet to be calculated, the opening reserve balances are shown as at the last audited date of 30 June 2021.

There is 1 proposed budget adjustment to the reserve balances for August 2022. Details of the variation requests for the month are summarised below:

**Notes Details**

1	Transfer from Externally restricted Crown Land Reserve for Costs associated with Jindabyne Holiday Park Drainage	300,000
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9.2.2 MONTHLY BUDGET REVIEW STATEMENT (MBRS) TO 31 AUGUST 2022

## Capital Budget Review Statement

Budget review for the month ended 31 August 2022

### Capital budget - Council Consolidated

(\$000's)	Original budget 2022/23	Approved changes					Revised budget 2022/23	Variations for this Aug Mth	Notes	Projected year end result	Actual YTD figures
		Carry forwards	Other than by QBRs	Jul MBRS	Aug MBRS	Sep MBRS					
<b>Capital expenditure</b>											
New assets											
- Plant & equipment	80						80			80	78
- Land & buildings	4,644			500			5,144	818	1	5,962	213
- Roads, Bridges, footpaths	8,950						8,950	64	2	9,014	261
- Stormwater	50						50	300	3	350	
- Water	-						-			-	
- Wastewater	-						-			-	
- Other	18,580			-			18,580	-		18,580	157
Renewal assets (replacement)											
- Plant & equipment	2,279						2,279			2,279	
- Land & buildings	3,973						3,973			3,973	104
- Roads, bridges, footpaths	33,117			2,000			35,117			35,117	927
- Stormwater	130						130			130	15
- Water	34,267						34,267			34,267	213
- Wastewater	21,598						21,598	(500)	4	21,098	1,112
- Other	11,738						11,738	10	5	11,748	80
<b>Total capital expenditure</b>	<b>139,405</b>	-	-	<b>2,500</b>	-	-	<b>141,905</b>	<b>692</b>		<b>142,597</b>	<b>3,160</b>
<b>Capital funding</b>											
Rates & other untied funding	6,186						6,186			6,186	
Capital grants & contributions	88,231			2,000			90,231	392	6	90,623	2,287
Reserves:											
- External restrictions/reserves	44,838						44,838	300	7	45,138	
- Internal restrictions/reserves											
New loans											
Receipts from sale of assets											
- Plant & equipment											
- Land & buildings				500			500			500	
Proposed internal loan	150						150			150	
<b>Total capital funding</b>	<b>139,405</b>	-	-	<b>2,500</b>	-	-	<b>141,905</b>	<b>692</b>		<b>142,597</b>	<b>2,287</b>
<b>Net capital funding - surplus/(deficit)</b>	<b>(0)</b>	-	-	-	-	-	<b>(0)</b>	-		<b>(0)</b>	<b>(873)</b>

Although the CAPEX program has increased, the proposed budget adjustments result in a NIL impact to the Capital program as these are fully funded by external grants and restrictions.

Carry forward budgets will be reported once final figures have been calculated.

Details of the variation requests for the month are summarised below:

Notes	Details	
1.	Costs associated with the development of Yallambee Lodge	817,733
2.	Cost associated with Successful grant application Country Passenger Transport Infrastructure Grants Scheme (CPTIGS)	64,000
3.	Existing Project - Costs associated with Jindabyne Holiday Park Drainage for Annual Vans	300,000
4	Reduction in the 2023 budget for the Kalkite Sewage Treatment Plant Upgrade and allocate these funds to the 2024 budget year	(500,000)
5	Costs associated with beautification project for Queens Jubilee	10,000
6	Successful grant funding for notes above 1,2, 4 & 5	391,733
7	Transfer from Externally restricted Crown Land Reserve for note 3 above	300,000

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## RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	High	High	No
Financial Sustainability	High	High	No
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	High	High	No
Service Delivery	Low	Low	Yes

**Asset management:** The underfunding of maintenance and delays in asset refurbishment have placed Council in a high risk position that assets will not provide the expected level of service. This risk cannot be addressed within a single year's budget. The Council needs to develop a policy of surplus budgets in the long term to adequately renew its existing infrastructure thereby reducing this risk.

**Financial sustainability:** Council should strive for developing budgets that provide an operating surplus before capital grants and contributions. The surplus generated is then available to restore working capital to an adequate level and minimise the risk of being exposed to unexpected financial shocks.

**Legislative governance & compliance:** A Quarterly Budget Review Statement is a minimum requirement to be reported to Council, however, in the interests of public scrutiny of Council's budgetary control, management provides timely reporting of budget reviews on a monthly basis.

**Reputation and image:** Deficit budgets indicate to the community that future generations will be required to restore working capital and pay for the services delivered in advance. Until a long term financial plan is adopted by the Council that clearly demonstrates how the financial position will be restored, the projected deficit in this type of review will be viewed negatively by the community.

## FINANCIAL IMPACTS

The financial impacts are identified in the above statements.

**RESPONSIBLE OFFICER:** Chief Financial Officer

## OPTIONS CONSIDERED

This is the second monthly review for the 2022/23 financial year.

Budgets will continue to be subject to further reviews each month.

## IMPLEMENTATION PLANS

The 2022/23 budget and operational plan was adopted in June 2022. It provides for the progressive elimination of operating deficits with a nominal original deficit of \$917,711.

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9.2.2 MONTHLY BUDGET REVIEW STATEMENT (MBRS) TO 31 AUGUST 2022

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Monthly reviews by operations need to focus on recognising income earlier and absorbing any unplanned financial shocks for the financial year.

**BACKGROUND**

Nil.

**ATTACHMENTS**

Nil.

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**9.3.1 MINUTES FROM MANAGEMENT AND ADVISORY COMMITTEES**

Record No: I22/470

**OFFICER'S RECOMMENDATION**

That Council

- A. Receive the minutes of the Cooma North Ridge Reserve Advisory Committee; and
- B. Receive the minutes of the Bombala Exhibition Ground Management Committee;

**BACKGROUND**

Council has received minutes of the meetings from the following management and advisory committees:

- Cooma North Ridge Reserve Advisory Committee Meeting Minutes held 25 May and 22 June 2022
- Bombala Exhibition Ground Management Committee Meeting Minutes 13 July and 11 August 2022

These minutes are attached for Council's information.

**ATTACHMENTS**

1. Minutes - Cooma North Ridge Reserve 25 May 2022
  2. Minutes - Cooma North Ridge Reserve Committee Meeting Minutes held 22 June 2022
  3. Minutes - Bombala Exhibition Ground Management Committee Meeting 13 July 2022
  4. Minutes - Bombala Exhibition Ground Management Committee AGM 11 August 2022
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SNOWY MONARO REGIONAL COUNCIL

# Cooma North Ridge Reserve s355 Advisory Committee Minutes



**Address: Vin Good Room at Cooma Library**

**Date: Wed 25th MAY, 2022**

**Time: 5:38 PM**

## 1. Opening of the meeting :

**2. Attending:** Louise Jenkins, Andrew Dawes, Denis Minehan, Tein McDonald (Minutes), Graeme Little (Chair) Anne Field (Visitor)

**Apologies:** Lori Lollback, Mary Ziesak

## 3. Jean-Monique Hawkins, Supervisor Civic Maintenance (Zoom link)

- Grant application for Crown Lands – J-M to phone Brett to see if there is potential to repeat the grant. Secretary can write a letter of support (as last year) as evidence that working with the community.
- Removal of piles of Cotoneaster. The piles placed along the Geringa verge will be collected by Council's mowing staff. The other piles in the Doondoo Pl. site may end up being burned. (Negotiations are ongoing between Council and RFS re pile burning with approval.)

**4. Anne Field (Introduction)** – Ann keen to apply to become a member of committee when the positions are advertised. Anne is a 20 year resident at Orana Ave and 35 years in Cooma. Previously treasurer for RSPCA (as has a finance background). Would like to contribute to the Reserve as appreciates its values. Currently engaged in building bird boxes, installed in her garden and interested to do this in the Reserve in future as highly engaging activity. Also keen to help with the working bees in the reserve.

## 5. Adoption of the March Minutes . Note: April meeting did not proceed due to lack of a quorum

No amendments to the minutes.

**Motion:** That the minutes of the March meeting be adopted as a true and accurate record of that meeting. Moved Denis. Seconded Andrew. Carried.

## 6. Business Arising (from previous Minutes)

- Committee Charter – discussion of **motion to reduce quorum** prior to charter being finalised.  
**Motion:** "That we approach Erin Donnelly to request the quorum requirements in the Charter be changed to one of the following:
  - 'half the number of members rounded up to the next integer' .
  - Half the number of members'

Moved TM Seconded MZ. Motion not carried after discussion that identified that representation is important and meetings could be rescheduled if a quorum is not expected or does not occur.

**ACTION:** Secretary to notify ED that there is no change recommended to the quorum so we would like the draft to go ahead asap.

- **Staff rep on CNRR committee** – Luke O'Sullivan says there is no obstacle to enacting this but prefers 'as needs' rather than fixed attendance. Jean-Monique has been informed of this and is willing to come to meetings.

SNOWY MONARO REGIONAL COUNCIL

- **Councillor rep on the CNRR committee** – awaiting feedback from Governance on progress with this matter.
- **Existing CNRR Management Plan** – We can undertake minor updates and Gaby Tagliapietra requests a list of edits from the committee. (This is not a revision of the plan.) The consensus of the meeting what that we wish to go ahead with this and there are no edits other than updating the name of the Council, the title of the Reserve and the date of the report. **ACTION**: Secretary is to notify Gaby Tagliapietra of this .
- Council Motion re **closure of Crown road reserve** within CNRR – no progress reported as yet.

**7. Correspondence report (2 months) – TABLED by secretary** – not read at meeting although letters to the schools endorsed by the committee.

Outgoing emails:

- Committee's comments on the draft Charter sent to Erin Donnelly
- Committee's submission on SM Regional Trails Masterplan sent to Allanah Dickeson
- Confirmed Feb minutes and draft March minutes sent to Erin Donnelly sending
- Email to Erin D requesting any documents relevant to CNRR and asking re timeline of Charter
- Emails to three schools (Alpine School, Christian School and Monaro High) to assist with spreading the word about Cotoneaster public working bee and inviting relationship with CNRR
- Email to J-M informing about location of Cotoneaster piles
- Email to J-M regarding Luke O'S support for her attending meetings on a 'by arrangement' basis.
- Email to L O's regarding progress with Councillor rep on CNRR committee

Outgoing phonecalls:

- SMRC (Planning) to ask about status of CNRR plan of management
- SMRC (Governance) (ED) re documents relevant to CNRR
- SMRC (Governance) (L O'S) requesting feedback on Council Staff and Councillors reps

Incoming emails/letters

- Email to Denis from Allanah Dickeson acknowledging Committee submission Regional Trails Masterplan
- Email from Brett Jones confirming completion of acquittal of Crown Lands Grant
- Email from Sammy-Jo in response to status of CNRR Plan of Management – She expressed willingness to shepherd a minor update (e.g. change of name of Council etc) through Council as Crown Lands POM is more than 6 months away. (She is now on leave and Gabby T is taking this on.)
- Email from Louise Jenkins informing us that Anne Field may put in an EOI for becoming a committee member when the positions are advertised and asking could we invite her to the next meeting.
- Email from Brett Jones informing us of Crown Land grant opportunities and requesting any suggestions for further projects to apply for by 5<sup>th</sup> June.
- Positive replies from Christian School and Alpine School.
- Email from TM conveying potential EOI for committee from Paul Jennings
- Emailed letter from Gaby Tagliapietra re updating existing Plan of management

**6. General Business (including informal and formal reports)**

- Progress of Cooma North track signage grant. Two tenders have been submitted for repairing the Borrow Pits track. SMRC put out a style guide for signage. Otherwise things are as at the same stage as the March report.
- Progress weeds and regeneration. Friends of North Ridge Reserve Bushcare had two Cotoneaster working bees (with 6 and 5 attendees respectively). Despite letterboxing, notices on telegraph poles no new local participants came along. More weed spraying (including Cotoneaster and Pyrocantha) has been done in the Reserve (by Tein and Graeme as approved Council spraying volunteers).

SNOWY MONARO REGIONAL COUNCIL

- **Fire** – meeting held by Landcare on 20/5/22 – Andrew, Graeme and Tein attended. Discussed possible pile burns to reduce fuel and create regen beds for Eucs. Maintain a watching brief on this for next autumn in case fire piles might be a more engaging activity for locals.
- **Marking boundaries/fencing.** Louise's concerns is that the boundaries are not clear to Council and the boundary is confused with the existence of old fencelines used for past grazing. Louise feels that the identification of the Reserve boundaries is essential to prevent illegal activity such as firewood cutting which has occurred in the last two winters. Signs notifying that firewood cutting is not permitted have been referred to by Council but nothing has happened. Louise suggests we pursue the idea of marking the boundaries with say, star pickets.

**ACTIONS:**

- There was consensus that Secretary to ask J-M if the Crown Lands grant would allow grant applications to do with surveying the Reserve boundaries – particularly on the western edge where there has been firewood cutting
- There was consensus that we write a letter to Governance (cc CEO) that Council installs pegs or stakes at 5m spacings along the urban boundary of the Council owned portion of the Reserve. Priority areas include:
  - Various areas near the Morundah St gate
  - The oddly shaped section at the end of Minawa St.
- Secretary to ask Gaby Tagliapietra for a correct and updated map.
- **Working Groups** – further open discussion DEFERRED

**7. New Business**

- **Possible future campaign to reduce sale and 'replace' Cotoneaster in Cooma area.** Tein briefly introduced the idea and put it on notice for the longer term future. Landcare and Council's weed officer are onside if sponsorship can be gained.

**Report back on phonecall Antia Brademan**

- Antia has a grant for a workshop prior to Sept to educate residents about Box Elder and is willing to include Cotoneaster/Phyocantha etc with collaboration from CNRR Ctee and Council etc.
- Antia notifies that she has submitted for a 'demonstration reach' grant and has included part of Cooma creek running through CNRR as a potential planting site to improve fish habitat. She apologises for not approaching the c'tee prior to submission but it was a last minute thing but hopes the c'tee is supportive. She will consult (prior to submitting) in future.
- **Water tank new build** - Andrew Sharkie from Water mentioned this.
- **ACTION:** Secretary is to specifically ask could Andrew Sharkie (from Council) provide any documents on such a proposal.
- **Recent scientific research.** A new Riccia species of lichen has been discovered at CNRR, and there has been more interest in other taxa. It is good to see more scientific interest in the Reserve.
- **Tree felling** (one Callitris) – Louise emailed Council as a private citizen to report the felled tree near the Nimby Ave. gate

**8. Date of next Meeting - Scheduled for Wed 22<sup>nd</sup> June 5.30 pm.**

**9. Close of Meeting (7.04pm)**

Graeme Little, Chair

22<sup>nd</sup> June 2022

SNOWY MONARO REGIONAL COUNCIL

# Cooma North Ridge Reserve s355 Advisory Committee Minutes



**Address:** Vin Good Room at Cooma Library

**Date:** Wed 22<sup>ND</sup> June, 2022

**1. Opening of the meeting : 5.33 pm**

**2. Apologies / attendance/introductions:**

- **Present:** Andrew Dawes, Louise Jenkins, Mary Ziesak, Anne Field (visitor), Graeme Little (Chair), Tein McDonald (Mins)
- **Apologies:** Lori Lollback

**3. Adoption of the May Minutes** (Not read at meeting).

**Motion:** That the May minutes, as amended, be accepted as a true and accurate record (after correction of some typos).

**Moved:** Andrew. **Seconded:** Louise. Carried.

**4. Business Arising (from previous Minutes)**

- **Committee Charter** - 02/06 Erin was informed that she can go ahead without change from us.
- **Councillor rep on the CNRR committee** – awaiting feedback from Governance on progress.
- **Existing CNRR Management Plan** – draft sent to Gaby Tagliapietra and received acknowledgement
- **Council Motion re closure of Crown road reserve** within CNRR – no progress reported as yet.
- **Plans for building new tank in the Reserve.** Andrew Sharkie reported is only at the ideas stage and there are no current costings or clear proposals and so no public consultation as yet. He recommended we ask Communications to be notified when consultation is occurring. Discussed.
- **Re boundary marking.** J-M advised that Council do not have funding to undertake even the initial pegging but this is not to say there might not be a solution if the need is strong and there is a funding or voluntary labour solution. J-M mentioned the other controls such as gates and signage (e.g. she wonders if there is potential for compliance signage through the signage grant - although explained Council have no legislation to enable fining of people who take wood. J-M believes that the gate locks problems will not be solved till the new firetrail is completed.)

The meeting discussed the issues. LJ reported there was not capacity for the grant to include compliance signage. The meeting resolved that we develop an integrated proposed solution that covers four elements: (i) satisfactory regulatory signage (when funds become available), (ii) a well-researched perspective on regulatory instruments available to Council; (iii) an outline of possible responsibilities and opportunities of Council for locked gates and (iv) a program of education for the public.

**Update:** After the meeting the Sec received an email from J-M apologising for not attending the meeting and reporting: (i) JM has raised the boundary marking with the Land and property/ Crown lands team, yet to discuss further with them and that (ii) Signage will need to be discussed further with the CNRR project working group to see if there is scope in the project budget to provide a number of compliance signs, with all compliance issues stated on the one sign.

**5. Correspondence report – TABLED**

(2 mins)

Outgoing emails:

## SNOWY MONARO REGIONAL COUNCIL

- 02/06 Erin Donnelly informing that we are not requesting a quorum change and so please go ahead with Charter as is – and sending the approved minutes.
- 02/06 Gaby Tagliapietra informing that we wish to go ahead with only minor updates to the existing Reserve plan of management as previously suggested – sent her track changes document and received acknowledgement.
- 02/06 Jean-Monique thanking her for attending meeting and notifying of proposed letter to Council requesting action on boundary delineation

Outgoing phonecalls:

- 07/06 SMRC (Andrew Sharkie at Water) to ask about plans for installing new water tank
- 07/06 Gina Woodward (Comms) to request be notified of water tank consultations. Recommendation is that each person sign up to receive the Council newsletter.
- SMRC (Governance) (L O'S) requesting feedback on Councillors rep
- SMRC (Governance) (ED cc LO'S) attaching letter re marking boundaries
- Jean-Monique re boundary marking suggestion.

Incoming emails/letters/phonecalls

- Erin Donnelly acknowledging request for information about Councillor rep and saying she will get back to us.
- Erin has passed the letter on to Jean-Monique Hawkins.

**Motion:** That the correspondence report be accepted as tabled:

Moved: Mary Z, Seconded: Louise. Carried.

**6. General Business (including informal and formal reports)**

- Progress Cooma North track signage grant
  - A contractor has been engaged to repair the steep section of the borrow pit track that had been damaged. Work may start in the next couple of weeks. (This will include discouragement of pushbikes.)
  - The designers for the signage have presented their designs for the main tracks, track heads and totems. These will be shared at some stage soon. Distinction re shared tracks is being considered.
- Progress weeds and regeneration
  - Great working group on 18<sup>th</sup> . Desire to make a sandwich board for next session.
- Cotoneaster reduction ideas
  - No progress yet re Antia's workshop . **ACTIONS:** Tein to contact Antia re possible collaboration prior to Sept.
- Working Groups – further open discussion
 

**Motion:** "That the committee establishes a vegetation management working group of the main committee to report to the main committee each meeting."

**Moved:** Mary. **Seconded:** Tein Carried

**7. New Business**

Replacement of Tein for next meeting's minutes and correspondence – Mary.

Ensure our records are kept in a shared space. **Action:** Tein to set up Dropbox.

**8. Date of next Meeting - Scheduled for Wed 27th July 5.30 pm.****9. Close of Meeting 6.47pm**

Graeme Little, Chair 27<sup>th</sup> July 2022

17 AUG 2022

**Minutes Bombala Exhibition Ground Section 355 Management Committee Meeting****Address:** CWA Room, Wellington Street, Bombala NSW 2632**Date** 13<sup>th</sup> July, 2022**Time:** 6.30**Present:**

<b>Position</b>	<b>Member (Name)</b>	<b>Present/Apology</b>
Chair	Neil Hennessy	Present
Secretary	Anne Caldwell	Present
Treasurer	Graham Hillyer	Present
Bookings Officer		
Committee Member	Clare Trevanion	Present
Committee Member	Richard Peadon	Present
Committee Member	Colin Ryan	Absent
Committee Members	Bronwyn Podger	Present
Committee Members	George Power	Absent
Committee Members	Michael Sullivan	Absent
Committee Members	Calli Kidman	Present
Committee Members	Anita Walder	Absent
Committee Members	Sophie Campbell	Present
Committee Members	Nadean White	Present

**1 Opening of the Meeting**

The Chair, Neil Hennessy opened the meeting at 6.30pm.

**2 Apologies**

An apology for the meeting was received by Anne Caldwell from Anita Walder and from Sophie Campbell an apology from Sam Platts,

**3. Adoption of Previous Minutes**Minutes from the meeting held on 8<sup>th</sup> June, 2022 are confirmed as a true and accurate record of proceedings.**Moved:** Clare Trevanion **Seconded:** Richard Peadon **Carried****4. Business Arising from Previous Minutes**

Nil.

**5. Correspondence**

**In:** emails. Neil Hennessy caretaker cottage, sewage dump Apex Park,  
email Gary Finn – money for completion at Apex Park.  
email Cherie McNair – requesting letters of support.  
email Terry Perkins sewage dump and emails of support from Monique Perkins and Sophie Campbell supporting upgrade and completion at Apex Park.

**Out:** email Neil Hennessy support Australia Day Committee grant application for funding for walling of section in sheep pavilion.

**6. Business Arising from Correspondence**

1. Letters of support for extra funding for road and dump point at Apex Park were received.

2. Committee confirm that they are still in favour of the caretaker cottage.

3. Neil thanked Richard for chairing last month's meeting.

**Moved:** Bronwyn Podger **Seconded:** Clare Trevanion **Carried****7. Treasurer's Report (Management Committee Bombala Exhibition Ground) 1/6/22 – 30/6/22**

Income

Expenditure

13/6/22	Stephanie Grant	\$72.40	6/6/22	Milestone Chemicals	\$46.20
	Hire Supper Room			Cleaning Products	
23/6/22	Bombala RLF Club	\$3448.00	8/6/22	Milestone Chemicals	\$108.90
	Ground Hire/Floodlights			Cleaning Products	
27/6/22	Bombala Exhibition Soc	\$72.40	15/6/22	Origin Energy	\$175.24
	Hire Supper Room			Gas	
Total		\$3592.80	Total		\$330.34
Balance as at 31/5/22		\$54650.86	Less Unpresented cheque		
Income		\$3592.80	8/06/22	Milestone Chemicals	\$46.20
			Total		\$284.14
Expenditure		\$284.14	Unpresented cheque		
Balance as at 30/06/22		\$57959.52	13/04/22	Neil Hennessy	\$321.68
			Term Deposit		\$14432.33
			(Reinvested 12 months 10/6/22 – 10/6/23)		

**Moved:** by Treasurer: Graham Hillyer      **Seconded:** Calli Kidman      **Carried**

#### 8. Business Arising Treasurer's Report

1. email from Nathan Thompson, President Monaro Cricket Association re payment 3 years of cricket fees owing to Management Committee. They are having banking issues.
2. Phone discussion with Gary Mattom (acting Chief Finance Officer Snowy Monaro Council).  
GST/ audit returns to Council by S355 committees -suggested returns lodged after June annually after discussion may require council access to bank accounts if major expenditure.  
Bombala Management Committee most active in council area.  
Revising S355 Committee manual now and will include component on GST.  
May require access to bank account.
3. Annual Return of Land and Stock completed.
4. Not receiving sufficient money from users to cover the cost of electricity.

**Moved:** Sophie Campbell that a letter be sent to all users in relation to the cost of electricity. **Seconded:** Calli Kidman  
**Carried**

#### 9. General Business

1. PEG site meeting.
2. Access to the building to upper level will be stair/lift.
3. Windows at ends.
4. Netball court slightly cut into bank.
5. Railing on bottom side of court.
6. Look at cracks on old courts.
7. Caretaker Cottage \$75000. Unclear if still available
8. No demolition until decision made.
9. Write letter of support for Caretaker Cottage to Council and Councillors. After discussion no motion put forward.
10. Quotes for stoves – Caterlink WA/Melbourne \$10863.60, Commercial Kitchens Sydney \$11022.00, Evolution Stainless Steel Canberra \$22034.10, Nisbets Canberra \$11098.78 – back up support.  
**Moved:** Calli Kidman that the stoves be purchased from Nisbet in Canberra **Seconded:** Nadean White **Carried**
11. Water around horse stables continues to be a problem.
12. Scrap timber needs to be removed.
13. Put pipe in and drainage above the stables.
14. Divert water away from the sheds.
15. Neil will speak with Terry Perkins on a solution.
16. Soil removed from Apex Park to be used to extend the bank at the cattle shed.

**10. Date of next Meeting**

The next meeting, the Annual General Meeting will be held at 7.00pm on 10<sup>th</sup> August, 2022 in the CWA Rooms.

**11. Close of Meeting**

There being no further business the meeting concluded at 7.50pm.

CHAIRPERSON

[REDACTED]

DATE 10<sup>th</sup> August, 2022

17 AUG 2022

**Minutes of the Annual General Meeting of the Management Committee of the Bombala  
Exhibition Ground held on 11<sup>th</sup> August, 2021 at 7.10pm.**

**PRESENT:** Neil Hennessy, Graham Hillyer, Anne Caldwell, Richard Peadon, Colin Ryan, George Power, Michael Sullivan & Clare Trevanion

**APOLOGIES:** Marni Moreing, Anita Walder, Bronwyn Podger & Calli Kidman

**Minutes of the Annual General Meeting held on 9<sup>th</sup> September, 2020**

**Moved:** Clare Trevanion                      **Seconded:** Michael Sullivan that the minutes of the Annual General Meeting held on 9<sup>th</sup> September, 2020 be accepted.                      **Carried.**

**Treasurer's Report**

Management Committee Bombala Exhibition Ground Financial Year 01/07/20 – 30/06/21

<u>Receipts</u>		<u>Expenditure</u>	
Rentals	\$19,656.52	Electricity / Gas	\$34,971.08
Hire Fees	400.01	Printing / Stationary	165.00
Flood Lights	3,770.91	Fuel	34.95
Grants	Nil	Cleaning	1,414.78
Donations	5,576.45	Maintenance Buildings	82.70
Other	2,252.90	Maintenance Grounds	4,800.99
GST Collected	6,127.64	Miscellaneous	3,169.56
Blaze-Aid Reimbursement		GST Refund	4,129.13
Electricity / Gas	35,282.21	Total	\$48,768.19
		Less Unpresented Cheques	219.01
Total Receipts	\$73,066.64	Total Expenditure	\$48,549.18
Bank Statement as at 30/06/20 \$28,832.02		Bank Statement as at 30/06/21 \$53,349.48	
Term Deposit 01/07/20 \$14,396.33		*Profit \$24,517.46	

**Correspondence:** Nil

**President's Report**

Report tabled from the President.

**Motion:** that the President's report be accepted.

**Moved:** Neil Nennesy                      **Seconded:** Clare Trevanion                      **Carried**

Anne thanked both Neil and Graham for their dedication and hard work. Neil has gone above and beyond with the running of the grounds and has until recently, cleaned the amenities. Graham has continually contacted the council attempting to sort out the finances

**Business Arising:**

1. Council now cleaning toilets.
2. House.
3. Funding maintenance.

4. On line booking
5. Low lighting completed.
6. Cricket pitch lift.
7. Ground churned up after show.
8. Wet grounds -training sessions and games cancelled.
9. Hall functions cancelled.
10. Auskick Wednesdays.
11. Concrete skirting canteen.
12. Storage shed completed.
13. Funding approved for building, seating and netball court.
14. New legislation on upgrades – can't be done in stages.
15. New 355 Committee Manual to be finalised in time for September Council Meeting.
16. New requirement – Property Manager.

**Moved:** George Power**Seconded:** Colin Ryan**Carried****Election of Office Bearers:**

*All positions were declared vacant and George Power took the Chair for the election of office bearers.*

*President: Neil. Hennessy accepted    **Moved** Clare Trevanion    **Seconded** Michael Sullivan    **Carried.***

*Vice President: Richard Peadon accepted    **Moved** Graham Hillyer    **Seconded** Clare Trevanion    **Carried.***

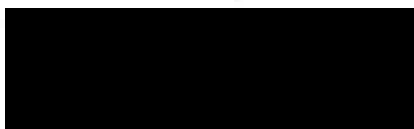
*Secretary: Anne Caldwell accepted    **Moved** Colin Ryan    **Seconded** Michael Sullivan    **Carried.***

*Treasurer: Graham Hillyer accepted    **Moved** Colin Ryan    **Seconded** Richard Peadon    **Carried.***

*Committee: One representative from each user group.*

**General Business**

1. Audit: Books to be audited by Council.
2. Fees charges.
3. Garbage charges.
4. Speak to Bronwyn Podger concerning kitchen audit.
5. Suggestion that all users keep an account of all equipment etc.
6. One representative from each user group - to be confirmed after manual approved.
7. Graham **moved** that anyone applying for grants or monies for ground improvements should advise the committee before proceeding. **Seconded** Colin Ryan.
8. Meeting times: Second Wednesday, 7.00pm during Winter and 7.30pm during daylight saving time.

**Moved** by Clare Trevanion**Seconded** by Richard Peadon**Carried****Meeting closed:** 7.50pm

17 AUG 2022

### BEGMC PRESIDENT'S REPORT 2020 – 2021

Although it has been another unusual year, the ongoing support of the committee, especially Anne and Graham, has been greatly needed and appreciated.

One major ongoing issue has been the loss of our caretaker, but hopefully the cottage will be replaced, and we will at least have people living on site again, although their role will be different. Online booking is coming, and Council has started cleaning the facilities. Some funding from Blaze Aid's use of the facilities will allow for wear and tear to be tidied up, especially in newly renovated parts of the complex.

We are still sadly missing Rusty, our enthusiastic volunteer grass cutter. It was great to have someone that was so dedicated to helping out. On a brighter note, the low level lighting was completed, the pump replaced, and the cricket pitch was removed in a tight time squeeze for the show. The condition of the ground after the show was a bit disappointing, with wet areas being left churned up. Council spent a lot of hours doing repairs with soil provided by the Show Society.

Continuing wet conditions saw ground closures for footy training and games, and the understanding and co-operation of the clubs was greatly appreciated. Some drainage work was carried out above the ground, and sub soil drainage is to be checked.

Because of social distancing, and it's size, the hall has gained some functions, although Covid has caused the cancellation of others.

A current 8 week program by Auskick is just another indicator of the multiple users of our facility, and high lights the need to continuously improve the area. The additional concrete skirting around the kiosk has been one recent improvement, and also the new and improved football storage shed at the CWA rooms. Another upgrade that has received funding is a new officials/ spectator building, additional seating, additional sealed netball court and all abilities footpath linking them. Power upgrades to the site are currently being planned, with grant funding being received. This will allow for the long awaited additional power points around the ground.

As always there is much to do in the coming year with the hall being overdue for some serious upgrading, and a host of minor maintenance and improvements needed around the complex.

Neil Hennessy.

President.

### 9.3.2 NORTH RIDGE RESERVE COMMITTEE CHARTER

Record No: I22/248

#### OFFICER'S RECOMMENDATION

That Council:

- a) Adopt the Cooma North Ridge Reserve Committee Charter; and
- b) Nominate a councillor representative.

#### ISSUES

The Cooma North Ridge Reserve committee was established to provide advice to council on the management of the reserve. The Committee is active, holding regular monthly meetings, and currently operating under the charter from Cooma-Monaro Council.

Attached to this report is a reviewed charter outlining the roles and responsibility of the committee.

As an advisory committee, a councillor representative is required on this committee.

#### RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Low	Yes
Economic Activity	Low	Low	Yes
External Political Environment	Low	Low	Yes
Financial Sustainability	Low	Low	Yes
Health and Safety	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Low	Low	Yes
Service Delivery	Low	Low	Yes

The Committee provides a valuable mechanism for members to actively and regularly inform Council of the condition of the asset. This reduces the increasing pressures on limited resources to ensure these assets are fit for community use and comply with health and safety standards.

#### FINANCIAL IMPACTS

Maintaining the committee is contained within the adopted council budget. The committee plays a valuable role in applying and securing grants to assist council in maintaining the reserve for both recreation and conservation purposes.

**RESPONSIBLE OFFICER:** Coordinator Governance

### **OPTIONS CONSIDERED**

Nil.

### **IMPLEMENTATION PLANS**

Following adoption of the charter, copies will be provided to committee members and relevant staff members notified.

Council provides support for these committees through the receipt of committee minutes and correspondence. Council officers provide technical advice and support as required.

### **EXISTING POLICY/DECISIONS**

Committee members are required to adhere to Council's Code of Conduct and relevant policies. Adoption of the new charter will supersede the previous charter providing the committee and council with more clarity around their roles and responsibilities.

### **BACKGROUND**

The area known as North Ridge Reserve consists of both council and crown land. The committee, through its charter is delegated an advisory the role, to provide advice to council on the management of the reserve in line with crown management plans and council asset management plans.

### **ATTACHMENTS**

1. Committee Charter - Cooma North Ridge Reserve Advisory Committee
-



# Cooma North Ridge Reserve Advisory Committee

Charter | 2022

Record of versions

Version	Date Published	Reason for Amendments	Resolution	Author or Document Owner
1		New Charter		Governance Officer

SNOWY MONARO REGIONAL COUNCIL

Cooma North Ridge Reserve | Committee Charter

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SNOWY MONARO REGIONAL COUNCIL

Cooma North Ridge Reserve | Committee Charter

## 1 Objective of the Committee

The Committee Charter sets out the membership, responsibilities, authority and operations of the Cooma North Ridge Reserve Advisory Committee (the Committee) in the Local Government Area (LGA) of Snowy Monaro Regional Council.

In pursuance of Section 355 of the Local Government Act, 1993, and subject to the provisions of Snow Monaro Regional Council (council) as the Crown Land Managers, under the Crown Land Management Act 2016 and the public land provisions of the Local Government Act 1993, this committee has been established to facilitate the provisions of advice to ensure Council is attuned to the needs of the Crown reserve and Council-owned portions of the land collectively known as North Ridge Reserve.

Reserve details:

Property Name	North Ridge Reserve		
Land Owner	Crown and Council		Locality Cooma
Crown Locations:	Lot:	DP:	RN130074
	6, 5, 2 & 1	727473	
	204, 205 & 206	750535	RN89998
	7339	1165250	
Council Locations:	Lot:	DP:	
	101	1053529	
	3	727473	
	Street Address: N/A		
Facility Details	Landscape: Bush		
	Amenities: Walking tracks		
Utilities	N/A		
Other/General	Nil		

**Note:** The Committee's responsibility does not include council's water reservoirs on Lot 1 DP 727473.

### 1.1 Purpose of the Committee

The purpose of the Committee is to make recommendation to Council on the management and care of the North Ridge Reserve and comply with the terms of this charter and any council policy or legislation in the management of the reserve. The Committee shall:

- Operate in accordance with the Plan of Management for Crown Reserves.
- Advise council on aspects of bushland management, track maintenance and rehabilitation of RN 130074 for its listed purpose, as environmental protection, public recreation and rural services.
- Advise council on aspects of bushland management and rehabilitation of RN 89998 for its listed purpose, as promotion of the study and the preservation of native flora and fauna.

- Advise Council on aspects of bushland management, track maintenance and rehabilitation of Council owned Lot 101 DP 1053529 and Lot 3 DP 727473.
- Promote, encourage and provide advice on the use of the reserve to meet the current and future needs of the local community and of the wider public, for public recreation and physical, cultural, social and intellectual welfare or development of individual members of the public.
- Advise Council on the recreational and sporting pursuits in the community in line with current and future needs of council, with respect to the reserve.
- Advise Council to ensure that such activities are managed with regard to avoiding any adverse impact on nearby residences.
- Ensure the reserve aims to be accessible to all members of the community.
- Liaise with council staff to consider and/or include works in council's asset management strategies, and in line with any plan of management for Crown Reserves.

## 2 Power of the Committee

The Committee exercises functions of council as a committee under Section 355 of the Local Government Act 1993.

The power of the Committee is limited to providing advice on the management and care of the reserve. It does not have power to make decisions that will bind the council or to commit the expenditure of the financial resources of council or any other organisation without express authorisation.

The Committee shall exercise its power by considering any matter relating to its purposes in a formal meeting and by making formal representation to council as it deems appropriate, through its minutes and formal correspondence with council.

## 3 Structure and Composition of the Committee

The Committee shall consist of a minimum of five (5) and a maximum of nine (9) community members. As much as possible equal representation is to be given to regular user groups of the reserve. As such the membership shall be made up of:

- One Councillor representative
- 9 community members

From this membership the Committee will elect its office bearers at its inaugural meeting, and thereafter at its annual general meeting (AGM).

Council staff may attend committee meetings, by invitation, to provide advice.

## 4 Appointment of the Committee

To hold office and provide advice to Council, all committee members are to be appointed by resolution of the Council before being able to vote or take part in meetings of the Committee.

Throughout the term of the committee the composition, function (and charter) of the Committee shall be reviewed and a recommendation made to Council as required.

## 5 Meetings

Meetings shall be held at Cooma Council Office Building or another venue in the LGA, as determined by the Committee. Committee meetings are not to be held on private property.

Members may attend meetings via audio-visual means. Notice should be given a minimum of three working days prior to the meeting.

Meetings will be held a minimum of four times per year and at other times at the discretion of the Chairperson or on the recommendation of the Committee. Meeting dates and times are to be determined by the Committee at its inaugural meeting and forwarded to council for its information.

## **6 Quorum**

The quorum is 5 or half plus one and must include one office bearer.

## **7 Vacancies**

Vacancies on the Committee may be filled by resolution of Council and the term of any substitute member appointed shall be the same term as that of the member absent, whose position has been vacated or forfeited.

Vacancies will be filled in accordance with council policy.

## **8 Attendance and Leave of Absence**

Committee members are expected to attend all committee meetings. In the event a member is unable to attend a meeting the Secretary must be notified of their apology.

Where a member fails to attend three consecutive meetings without submitting a satisfactory explanation, or request for leave of absence, they will forfeit membership on the Committee. The Committee are to notify Council of a forfeited membership.

## **9 Principal Office Bearers**

### **9.1 Chairperson**

The Chair shall be appointed by the committee at its inaugural meeting and then at each AGM (12 monthly).

If the Chair is absent from a meeting, and no Deputy Chairperson has been previously appointed, the committee shall elect a member to Chair the meeting in the absence of the Chairperson.

The role of the chairperson is to chair the meetings, act on behalf of the committee in an emergency, assist committee members by providing direction, forward planning and vision for the committee, and liaise with council.

### **9.2 Secretariat**

The Committee shall provide Secretariat support for all meetings. The Secretariat shall:

- Prepare all records, including the agenda, minutes and any reports or recommendations.
- Provide members of the Committee with adequate notice of meetings confirming the date, time and venue.
- An agenda will be forwarded to each member of the Committee as soon as is practicable.
- Maintain an action items list.
- Ensure the minutes of the meeting are promptly distributed to all members for review as soon as practicable after each meeting.
- Ensure the adopted minutes are signed by the Chairperson and presented to the next Council meeting.

### **9.3 Committee Members**

Committee members play an important role at meetings and in the general running of a committee. Members provide feedback to the committee through active participation in discussion, decision-making and/or delegated tasks.

### **10 Review**

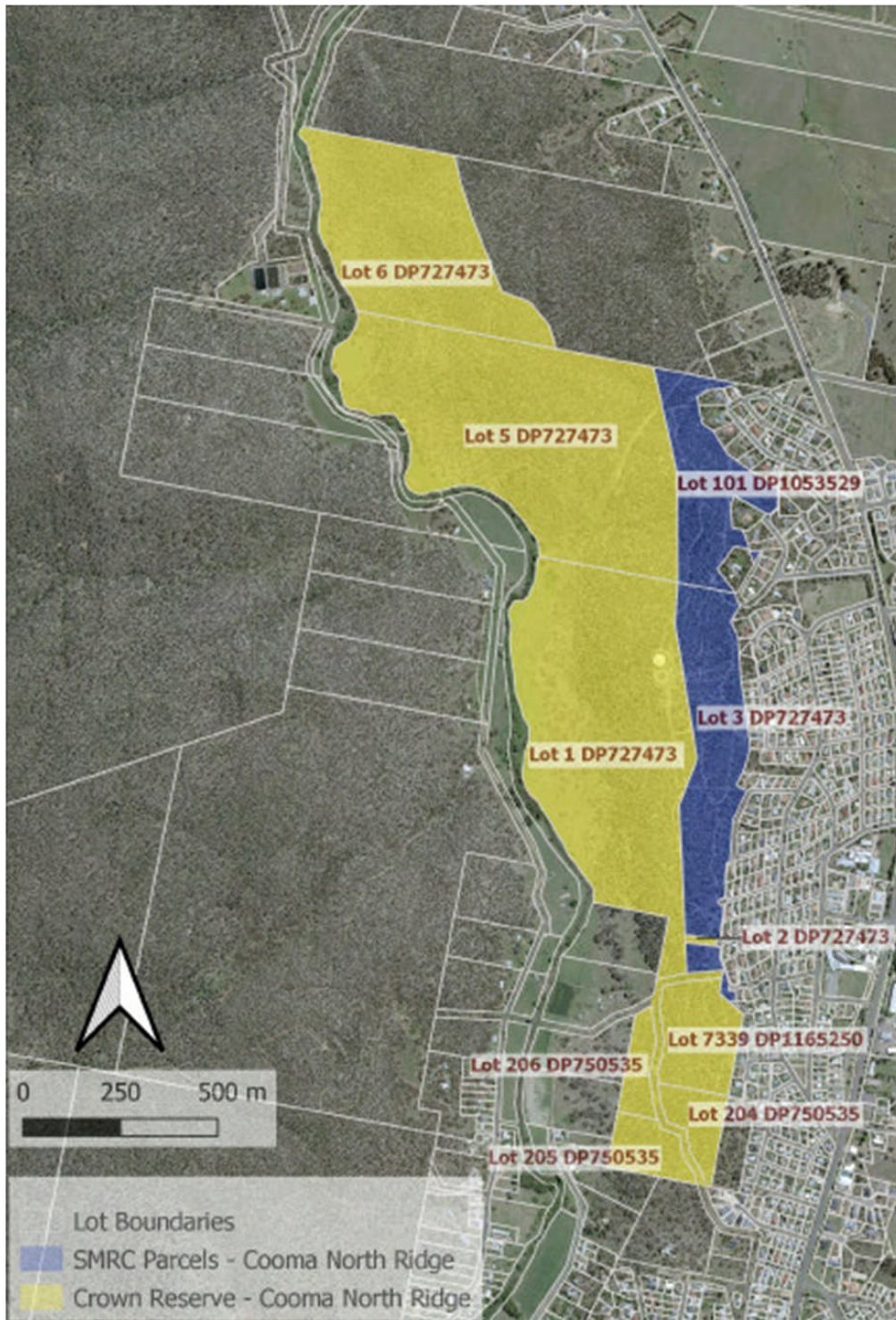
The charter will be reviewed once during each term of council, or at the request of the Committee or Council.

SNOWY MONARO REGIONAL COUNCIL

Cooma North Ridge Reserve | Committee Charter

## 11 Map

### North Ridge Reserve



**9.3.3 MEMBERSHIP OF THE ARTS AND CULTURE SECTION 355 ADVISORY COMMITTEE**

Record No: I22/583

**OFFICER'S RECOMMENDATION**

That Council appoint the following community representatives to the Arts and Culture Section 355 Advisory Committee:

- A Ben Eyles
- B Lisa Matthes
- C Sue Haslingden
- D Denise Ferris
- E Andrei Davidoff
- F Ron Dowd.

**ISSUES**

The Arts and Culture Section 355 Advisory Committee was declared vacant in line with the end of the previous Council term. The process to re-establish the Committee was commenced in mid-2022.

In accordance with the *Arts and Culture Section 355 Advisory Committee Charter* the membership to the committees at this stage is:

- SMRC Councillor: John Castellari (alternate Louise Frolich)
- SMRC Coordinator Economic Development: Mark Adams
- SMRC Community Development Planner: Kristy Harvey
- South East Arts Executive Director: Andrew Gray

The call for nominations for volunteer community representative membership of the Arts and Culture Section 355 Advisory Committee was advertised through media channels, Council's website, social media and through community networks from 1 June 2022 – 6 July 2022.

17 applications for community representatives were received. A small panel met on 22 July 2022 to review the applications. The group unanimously recommended the above applicants for appointment to the Arts and Culture 355 Committee.

**RISK ASSESSMENT**

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Low	Yes
Economic Activity	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Low	Low	Yes
Service Delivery	Low	Low	Yes

## **FINANCIAL IMPACTS**

Community representatives on the Arts and Culture Section 355 Advisory Committee are recruited as volunteers who bring specialised advice and guidance to the Committee and Council.

Council's primary investment in the Arts and Culture Section 355 Advisory Committee is comprised of staff time.

There are not expected to be further financial or capital impacts as a direct result of this report.

**RESPONSIBLE OFFICER:** Community Development Planner

## **OPTIONS CONSIDERED**

As noted, a total of 17 applications were received from community members. All applications were considered within the scope of the *Charter*, advertisement, and advice from Council's governance team.

The panel considered factors including geography, community involvement/experience, skills and art form / field of art in order to select members which reflect the diversity of the regional community.

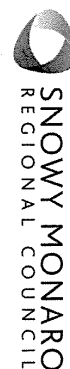
It was noted that applicants had provided thoughtful and detailed nomination forms and all applicants will be thanked for their applications. It was also noted that there may be the potential for all nominees to bring their skills and knowledge to working groups associated with the Arts and Culture Committee, for example for specific projects or events.

## **IMPLEMENTATION PLANS**

Upon endorsement of the recommended membership the successful and unsuccessful applicants will be advised in writing. The Arts and Culture Section 355 Advisory Committee will begin a regular meeting schedule within one month and new members will be inducted through the meetings.

## **ATTACHMENTS**

1. Redacted Applications for Arts and Culture Committee
-



**NOMINATION FORM FOR APPOINTMENT TO COMMITTEE**

Name of Committee: Arts and Culture Advisory Committee

Group Represented: \_\_\_\_\_

Nominee's Name: Kayla Bogatek

Residential Address: [REDACTED]

Cooma NSW

Postal Address: \_\_\_\_\_

Telephone: Home [REDACTED] Work: \_\_\_\_\_

Fax: \_\_\_\_\_ Email: [REDACTED]

**Reasons for wishing to join the committee:**

I would love to be able to work in a team to collectively improve the arts in our region. My passion is to create opportunities for budding artists in the region and I would be honoured to be involved in future community-based projects within the arts sector.  
I acknowledge receipt of the Privacy and Personal Information Protection Act 1998 Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 2.7.2022

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of

\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630



### NOMINATION FORM FOR APPOINTMENT TO COMMITTEE

Name of Committee: Arts and Culture

Group Represented: Visual Artists

Nominee's Name: Kathleen Brooks

Residential Address: [REDACTED]  
Cooma NSW 2630

Postal Address: A/A

Telephone: Home: [REDACTED] Work: [REDACTED]  
Fax: [REDACTED] Email: [REDACTED]

Reasons for wishing to join the committee:

Arts and culture are essential in attracting tourism to the area. As a member of the Raglan Gallery, I know how many tourists visit the gallery, and their passion for the arts and culture of the local community. As a public servant and communications specialist for the last 20 years along with passion for my town, can contribute, inspire and motivate the committee to enhance our great town.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: Kathleen Brooks Date: 30/06/2022

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of \_\_\_\_\_  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630



**NOMINATION FORM FOR APPOINTMENT TO COMMITTEE**

Name of Committee: Arts & Culture Advisory Committee

Group Represented: Monaro Art Group

Nominee's Name: John Browne

Residential Address: [REDACTED]  
Cooma 2630

Postal Address: "

Telephone: Home: \_\_\_\_\_ Work: [REDACTED]

Fax: \_\_\_\_\_ Email: [REDACTED]

Reasons for wishing to join the committee:

\* endorsed representative of the Monaro Art Group (current secretary). MAG has over 70 local artists as members.  
\* visual artist. \* local government experience  
\* Raglan Gallery experience \* would like to represent local visual artists on this committee

I acknowledge receipt of the Privacy and Personal Information Protection Act 1998 Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 18/6/22

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of \_\_\_\_\_  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

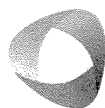
Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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CEIVED

- 5 JUL 2022

Records  
Cooma Office



SNOWY MONARO  
REGIONAL COUNCIL

**NOMINATION FORM FOR APPOINTMENT TO COMMITTEE**

Name of Committee: Arts and culture advisory committee

Group Represented: Feldmark Pottery

Nominee's Name: Andrei Davidoff

Residential Address: [REDACTED] Hill Top NSW 2628

Postal Address: same as above

Telephone: Home: [REDACTED] Work: \_\_\_\_\_

Fax: \_\_\_\_\_ Email: [REDACTED]

Reasons for wishing to join the committee:

I am a full-time potter/ceramic artist of 15 years  
experience. I would love to see arts in the Snowy-Monaro  
flourish and reach a more prominent position, and I  
believe I can contribute.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 28/06/22

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630



**NOMINATION FORM FOR APPOINTMENT TO COMMITTEE**

Name of Committee: SMRC ARTS & CULTURE 355 ADVISORY COMMITTEE

Group Represented: COOMA LITTLE THEATRE

Nominee's Name: RON DOWD

Residential Address: [REDACTED]

COOMA NSW 2630

Postal Address: AS ABOVE

Telephone: Home: [REDACTED] Work: \_\_\_\_\_

Fax: \_\_\_\_\_ Email: [REDACTED]

Reasons for wishing to join the committee:

AS PRESIDENT OF COOMA LITTLE THEATRE I BELIEVE  
THAT A VOICE ON THE COMMITTEE IS VITAL TO ALLOW CLT  
TO CONTINUE ON ITS CURRENT PLAN OF DIVERSIFICATION IN  
THE AREA IN THE REGION.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.


Nominee's Signature: [REDACTED] Date: 20 JUN 22

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

 **SNOWY MONARO**  
REGIONAL COUNCIL

**NOMINATION FORM FOR APPOINTMENT TO COMMITTEE**

Name of Committee: Arts and Culture 355 Advisory Committee

Group Represented: Lake Light Sculpture, Individual Artist, Public/Street/Mural art advocate

Nominee's Name: Ben Eyles

Residential Address: [REDACTED] East Sindabynne

Postal Address: As above

Telephone: Home: [REDACTED] Work: [REDACTED]  
Fax: [REDACTED] Email: [REDACTED]

Reasons for wishing to join the committee:

I was a part of the initial Committee and would like to continue to assist in anyway I can.  
As an artist myself and an art teacher, I am an advocate for public art and believe our region needs more of it

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 14/6

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of \_\_\_\_\_  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630



## NOMINATION FORM FOR APPOINTMENT TO COMMITTEE

Name of Committee: Arts and Culture Advisory Committee

Group Represented: South East Arts, board member; Snowy Monaro community

Nominee's Name: Denise Ferris

Residential Address: [REDACTED]  
Berridale NSW 2628

Postal Address: as above

Telephone: Home: [REDACTED] Work: as before  
Fax: n/a Email: [REDACTED]

### Reasons for wishing to join the committee:

I have discussed representing South East Arts with Andrew Gray Exec Director SEA and other board members.

They support my application. In addition while I have a longstanding career as a visual artist, I have a professional background in academia, managing art, design and culture across diverse communities. Most importantly I have a deep and enduring belief in cultural development for our region, and wish to contribute.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 17th June 2022

### Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of \_\_\_\_\_  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

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### NOMINATION FORM FOR APPOINTMENT TO COMMITTEE

Name of Committee: Arts and Culture Advisory Committee

Group Represented: \_\_\_\_\_

Nominee's Name: Sion Alun Gruffydd

Residential Address: [REDACTED]  
Jindabyne, NSW 2627

Postal Address: [REDACTED]  
[REDACTED]

Telephone: Home: [REDACTED] Work: \_\_\_\_\_  
Fax: \_\_\_\_\_ Email: [REDACTED]

Reasons for wishing to join the committee:

I have professional experience, skills and knowledge in Public Art Projects and the Creative Industry.

I have an active connection to the Snowy Monaro Region and have an interest in the development of Arts and Culture in the region.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 6/7/2022

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630



## NOMINATION FORM FOR APPOINTMENT TO COMMITTEE

Name of Committee: Arts and Culture

Group Represented: Arts and Culture

Nominee's Name: Sue Haslingden

Residential Address: [REDACTED] Bombala, NSW 2632

Postal Address: as above

Telephone: \_\_\_\_\_ Home: \_\_\_\_\_ Work: \_\_\_\_\_

Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Reasons for wishing to join the committee:

Pls see below or attached.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: \_\_\_\_\_ Date: 27 June 2022

Nominees under 18 years of age - Parent/Guardian Consent

I, N/A hereby consent to the nomination of \_\_\_\_\_  
to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

**Sue Haslingden:**

**Reasons for wishing to join the SMRC Arts and Cultural committee:**

I believe I can bring to the Arts and Culture committee contemporary knowledge, skill, and a confidence based on my involvement in the Snowy Monaro's arts and cultural industry, Local Government experience and contemporary arts study.

To begin with, I acknowledge that Aboriginal people were the first people of this land. I recognise the Ngarigo people as the traditional custodians of most of the region we now know as the Snowy Monaro region. I pay respect to knowledge holders and community members of the land and waters and to Elders past, present, and emerging.

Previously I've represented the Bombala community and more recently the Snowy Monaro community as a board representative on South East Arts for over eight years. For some time, I was also a skill-based board member. Throughout my time on the South East Arts board, I have held the positions of Deputy Chair and Secretary and have been a member of various board committees.

Whilst a Councillor with SMRCouncil I was pleased to develop a position for Arts and Culture within the SMRCouncil; eventually becoming the inaugural Chair of the SMRCouncil Arts and Cultural Committee for several years until the 2021 LG elections (when I decided not to restand).

During this time, the Committee was very strategic and collaborative with its planning and development producing a discussion paper, a public art policy and a framework for a draft Arts and Cultural Strategy.

In a broader context, I have spent time exploring art works, exhibitions, studios and all things cultural at The Louvre Museum and Musée de Montmartre (Paris), The National Gallery and British Museum (London), The Pergamon Museum, Bauhaus Museum, Jewish Museum (Berlin), Metropolitan Museum of Art Gallery and The Frick Collection (New York), Museum of Vancouver and Vancouver Art Gallery (Canada), National Gallery (ACT), Art Gallery of NSW and Broken Hill City Art Gallery (NSW), National Gallery of Victoria (Vic), Art Gallery of South Australia (SA) and many smaller and scattered galleries and museums all over e.g. Munter House (Germany), The Cedars/Hans Heysen (SA), Pro Hart Gallery, Campbelltown Arts Centre, Bega Valley Regional Gallery, Eurobodalla Art Gallery, Bundian and Borderline Galleries (NSW) etc.

Immersing myself in such museums and galleries has given me an enormous appreciation of how culture, heritage, artists/art throughout the ages and modernity have contributed to the development of the contemporary art era – including the rise of cultural tourism.

Currently I am studying a BA in Fine Arts and Visual Culture with a deep focus of my studies being contemporary art and humanities. My studies have developed my understanding and appreciation that today's art is not only created from history but reflects and interprets the present by using new technologies and mediums to further voice and express social, political, and cultural comment. I believe such knowledge

1/2

would greatly assist the SMRCouncil Arts and Cultural Committee in developing strategies and advising Council.

I am a founding member of Bristle Brush Arts Inc Bombala and regularly attend workshops and meetings as the Committee's Treasurer as well as being very committed to establishing the Bombala Arts and Innovation Centre and Working Group.

From this previous involvement as an arts and culture committee member, Councillor, my current arts studies and as a very interested community member, I have created a vast network of contacts and I know I can work with others in a consultative, collaborative, and communicative role.

I look forward to being a part of the Arts and Culture Committee, if selected, to assist in contributing to the Snowy Monaro becoming a rich and vibrant arts and culturally based contemporary community.

Thank you for considering my application.

Yours sincerely

[REDACTED]

Sue Haslingden 2/2

---



## NOMINATION FORM FOR APPOINTMENT TO COMMITTEE

Name of Committee: ARTS AND CULTURE ADVISORY COMMITTEE

Group Represented: SEEING THE SNOWIES

Nominee's Name: LISA HOGBEN

Residential Address: [REDACTED] Grosses Plain NSW 2627

Postal Address: [REDACTED] Grosses Plain NSW 2627

Telephone: Home: [REDACTED] Work: [REDACTED]  
Fax: [REDACTED] Email: [REDACTED]

### Reasons for wishing to join the committee:

As an internationally experienced photojournalist and arts practitioner, with strong links to the Ngarigo people I believe I have a great deal to offer an Arts and Culture Advisory Committee, with the aim clearly in mind of getting more programs up and running for community involvement in the arts. Visual and performance arts bring with them innumerable benefits for community and the Snowy Monaro Regional Council region sadly does not have a large participation rate in 'just for community' arts events. This is reflective of the economic dependence on tourism rather than a sustainable growth in the arts. While there has been an increase in population relocating from the city during the pandemic the opportunities for practicing artists to create spaces and events for artists to participate in have remain limited. I believe it is extremely important for any Arts and Culture Advisory to have some practicing artists involved. I therefore nominate myself to participate in this committee.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 23/06/22

### Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of \_\_\_\_\_  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630



**NOMINATION FORM FOR APPOINTMENT TO COMMITTEE**

Name of Committee: SMRC Arts & Culture Committee 355

Group Represented: \_\_\_\_\_

Nominee's Name: Anwen Keeling

Residential Address: [REDACTED], Jindabyne 2627

Postal Address: [REDACTED] Jindabyne

Telephone: Home: [REDACTED] Work: \_\_\_\_\_  
Fax: \_\_\_\_\_ Email: [REDACTED]

Reasons for wishing to join the committee:

As an Australian Contemporary Visual Artist with a long history of lecturing with National Art School & UNSW I am interested in working with the council to help provide strategy to provide future artists within our area opportunity and support within the arts.

I acknowledge receipt of the Privacy and Personal Information Protection Act 1998 Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 23.6.22

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of \_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630



## NOMINATION FORM FOR APPOINTMENT TO COMMITTEE

Name of Committee: Arts and Culture Advisory Committee

Group Represented: \_\_\_\_\_

Nominee's Name: Joanna Kosowski

Residential Address: [REDACTED] Jindabyne, 2627, NSW

Postal Address: [REDACTED] Jindabyne, 2627, NSW

Telephone: Home: [REDACTED] Work: \_\_\_\_\_  
Fax: \_\_\_\_\_ Email: [REDACTED]

Reasons for wishing to join the committee:

As an active artist and an art teacher in a local high school (SMGS) I have a great interest and in  
developing programmes and policies to introduce art and culture to our local community, in order to  
enrich lives of the council residents and support them in their life long journey in understanding and  
appreciation of art. It is my passion to introduce people to the different forms of art, and help them to  
discover their skills and abilities, as well as show them how a participation in the arts can enrich their  
lives, and the life of the whole community  
As a new member of Raglan Art Gallery and Jindabyne Art Gallery, I am already working with community  
and am learning to listen and understand the needs of the region.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 06/06/22

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630



### NOMINATION FORM FOR APPOINTMENT TO COMMITTEE

Name of Committee: Arts and Culture Advisory Committee

Group Represented: Jindabyne Art Gallery / Snowy Mountains Photographic Club

Nominee's Name: Wanda Lach

Residential Address: [REDACTED]

Moonbah

Postal Address: [REDACTED]

Jindabyne 2627

Telephone: Home: [REDACTED] Work: [REDACTED]

Fax: \_\_\_\_\_ Email: [REDACTED]

#### Reasons for wishing to join the committee:

I have been involved in the arts for our area for several years and have been pushing for more recognition and support for the arts and culture.

The last such committee didn't have enough community representation and it is time to include community members at grass root level.

Arts and culture in our community is left to the private sector with little support from council. I would love to be included in helping drive

more interest in arts/culture and make our area known not just for sport but for arts and culture in our region. We have a spectacular region!

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: Wanda Lach Digitally signed by Wanda Lach  
DN: cn=Wanda Lach, o, ou, email=  
c=AU  
Date: 2022.06.24 13:36:48 +10'00' [REDACTED] Date: 24/6/22

#### Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

## NOMINATION FORM FOR APPOINTMENT TO COMMITTEE

Name of Committee: Arts and Culture Advisory Committee

Group represented: General Community

Nominees name: Elizabeth Litchfield

Residential Address: [REDACTED] Cooma, 2630

Postal Address: as above

Telephone: Home: [REDACTED]

Reasons for wishing to join the committee:

My reasons for wishing to nominate are my interest in promoting the arts and culture of the Monaro. I have lived in the Cooma area for over 30 years and my family has been involved in the arts, culture and history of our region for over 150 years [www.hazeldean.com.au](http://www.hazeldean.com.au) As part of a pastoral family we have been part of the development and on-going culture of the rural community. As a Director of Hazeldean I have also managed the marketing, advertising and social media for our business. I also run a successful small business "Private Gardens of Monaro" [www.privategardensofmonaro.com.au](http://www.privategardensofmonaro.com.au) which promotes the history, gardens, art and culture of our region and also manage the marketing for this business as well. I have recently been appointed as a board member of South East Arts and I feel that I could contribute to our community as being a member of SMRC Arts and Culture Committee. As one of the founding members of the Country Education Foundation Snowy Monaro I have been involved in fund raising via "the Blank Canvas" events.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Elizabeth Litchfield

---



**NOMINATION FORM FOR APPOINTMENT TO COMMITTEE**

Name of Committee: SMRC Arts & Culture Advisory Committee

Group Represented: Arts & Culture

Nominee's Name: Lisa Matthes

Residential Address: [REDACTED]

MOONBAH NSW 2627

Postal Address: [REDACTED]

JINDABYNE NSW 2627

Telephone:

Home:

Work:

Fax:

Email:

Reasons for wishing to join the committee:

Refer Attached

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED]

Date: 21/6/22

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of

\_\_\_\_\_ to the \_\_\_\_\_

Committee

Nominee's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

## *Lisa Matthes attachment*

### **Reasons for wishing to join committee:-**

As a member of the SMRC Arts & Cultural Advisory Committee until late 2021, I would like to offer continuity in bringing matters that were in progress to fruition including the Arts & Cultural Strategic Plan, the Public Arts Assessment Guidelines, etc.

As a key instigator in the appointment of the current SMRC Cultural Development Officer, funded by South East Arts, I would like to ensure that the opportunity this brings SMRC is well leveraged whilst the funding is available potentially resulting in a more vibrant, culturally enriched SMRC community.

As a current Board member of South East Arts and immediate, past Chairperson of the Lake Light Sculpture event (7 years), as well as the key facilitator of the "Take Flight" sculpture public art donation to SMRC, I have developed key relationships and an understanding of the potential impact these arts organisations & artists can bring to the SMRC community.

As a member of the Institute of Chartered Accountants, I can also offer financial analysis skills to bring balance into discussions where quantitative as well as qualitative analysis is required.



**NOMINATION FORM FOR APPOINTMENT TO COMMITTEE**

Name of Committee: ARTS & CULTURE ADVISORY COMMITTEE

Group Represented: LAKE LIGHT SCULPTURE, INDEPENDENT

Nominee's Name: CHERIE MONTAIN

Residential Address: [REDACTED], BERRIDALE 2628

Postal Address: [REDACTED] BERRIDALE 2628

Telephone: Home [REDACTED] Work: [REDACTED]  
Fax: [REDACTED] Email: [REDACTED]

Reasons for wishing to join the committee:

SEE ATTACHED

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 4.07.2022

Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

## Cherie McNair attachment

### Nomination form for appointment to committee

I am an experienced arts and culture industries professional with experience spanning 20 years across the visual arts, museums and galleries sector in Australia and the United Kingdom. Skilled in developing and managing National and International Partnerships, Project Management, Policy and Strategy development, Art History, Curating and Government Liaison.

Having relocated to Berridale in 2020, I have actively fostered a connection to the community through volunteering with RSPCA, LAOKO and Lake Light Sculpture. I am currently Chair Lake Light Sculpture Jindabyne, taking on the role in May 2021. One of our key aims is to ensure it is a meaningful, creative, and quality event for community and visitors.

Educated in Melbourne, I hold an MA in Gallery and Museum Studies, together with a Post Grad Dip in Art History and Film Studies and a BA in Media Arts. My experience in the culture sector has included senior management roles at Queensland Museum Network, National Museums Scotland, Tate, Victoria and Albert Museum, the National Gallery of Victoria and The Australian Centre for Photography. I understand the arts and culture sector, its broader implications, *how* it works and *who* it works with from all level of the arts ecology.

I have recently completed my term as National Secretary for the International Council of Museums Australia (ICOM has formal relations with UNESCO and a consultative status with the United Nations Economic and Social Council), have appeared before the Select Committee on *the Governments management of the Powerhouse Museum and other museums and cultural projects in New South Wales* in 2020, and provided updates for Senate Estimates on behalf of Arts Queensland. I was a Member of Sydney Culture Network Member, a Contemporary Art Organisations of Australia Member and am currently a Visions of Australia Peer Assessor. I have recently completed my 4 year term as a peer assessor for the Australia Council for the Arts. I understand the process of, and have great relationships with, funding bodies at State and Federal level and with peer support agencies such as AMaGA and the RADO networks.

Arts committees are about collaborative thinking, developing supportive environments and finding ways to make the impossible happen to create unique experiences. While committees are often at the *dry* end of this process, they are critical to creating space and stability for artists and creatives to practice. There is also a need to review and develop infrastructure, which requires investment, to allow for significant impact to be felt in economic terms.

There is so much potential in the region for arts and culture. One in ten professional artists live in rural areas, however this is often considered to negatively impact their practice by way of income – how do we assist with this as a committee? A new National Arts Policy on the horizon could allow for increased funding opportunities if we put ourselves into a position to capitalize on this. This committee is positioned to do this. Regional NSW is serviced by a network of cultural facilities including regional galleries, regional conservatoriums, performing arts centres and museums. Very few of these in the SMRC area receive recurrent State funding, how do we assist to develop and grow these facilities to better support artists in the area? As a committee we have an opportunity to build a framework that is efficient, sustainable and supported by Council and the community.

I am passionate about the arts and would value the opportunity to make a positive contribution at local government level in my own region.

4/1



## NOMINATION FORM FOR APPOINTMENT TO COMMITTEE

Name of Committee: Arts and Culture

Group Represented: Delegate School of Arts

Nominee's Name: Pip Ryan

Residential Address: [REDACTED] Delegate NSW 2633

Postal Address: [REDACTED]

Text

Telephone: Home: [REDACTED] Work: \_\_\_\_\_  
Fax: \_\_\_\_\_ Email: [REDACTED]

### Reasons for wishing to join the committee:

I am passionate about supporting and encouraging arts and culture tourism.

I am on the board of South East Arts.

In my capacity as the Vice-President of the Delegate School of Arts, I am organising the Delegate School of Arts Festival - to be held October Long Weekend 2022. Also, I am about to start teaching at Bombala High School, where I will encourage students in all things Arts and Culture.

On this SMRC Council Committee, I would be keen to support developing the use of interesting and historic venues in the region for one-off and on-going events and activities.

I acknowledge receipt of the *Privacy and Personal Information Protection Act 1998* Pre-Collection (Section 10). I confirm that I have read the contents of the notice and agree that the personal information may be used for the purposes identified and provided to the recipients identified in the notice.

Nominee's Signature: [REDACTED] Date: 8 June 2022

### Nominees under 18 years of age - Parent/Guardian Consent

I, \_\_\_\_\_ hereby consent to the nomination of  
\_\_\_\_\_ to the \_\_\_\_\_ Committee

Nominee's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this form to  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

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### 9.3.4 DRAFT SOUTH EAST AND TABLELANDS REGIONAL PLAN 2041

Record No: I22/590

#### OFFICER'S RECOMMENDATION

That Council:

- A. Receive and note the draft South East and Tablelands Regional Plan.
- B. Authorise CEO to sign Council's draft submission on the plan aligned with the attached draft.

#### ISSUES

The South East and Tablelands Regional Plan (SETRP) is an overarching strategic plan, which covers the South East of NSW. The Snowy Monaro Regional local government area and eight other LGAs fall with the South East and Tablelands plan area.

The first South East and Tablelands Regional Plan was prepared in 2017. The department reviews and updates the regional plans every five years to reset priorities, goals and direction to achieve the best outcomes for the community.

The Department of Planning and Environment (DPE) is reviewing the SETRP and has prepared a draft SETRP 2041. DPE is currently publicly exhibiting the draft SETRP 2041 and is inviting feedback until Friday, 23 September 2022.

#### RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Low	Yes
Economic Activity	Low	Low	Yes
Environmental Security	Low	Low	Yes
External Political Environment	Low	Low	Yes
Financial Sustainability	Low	Low	Yes
Health and Safety	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Low	Low	Yes
Service Delivery	Low	Low	Yes

Generally, risks associated with this project are considered low. There may be some reputational or image risks related to not providing a submission on the draft plan, but these are considered to be low.

#### FINANCIAL IMPACTS

Council staff have reviewed the draft plan and prepared a submission. Council staff have also participated in working groups relating to the preparation of the plan.

There are elements of the draft plan which may require Council resources to implement. The overall cost related to this is unknown, and implementation of these actions is likely to occur subject to further consultation with Council.

**RESPONSIBLE OFFICER:** Team Leader Strategic Planning

#### **OPTIONS CONSIDERED**

Consideration was given to not preparing a Council submission. Upon review of the draft plan, Council staff noted concerns with the structure and elements of the draft document. Following this review, it was identified that these concerns warranted a submission.

#### **IMPLEMENTATION PLANS**

If the recommendation of this report is supported, Council staff will organise the submission to be signed and submitted to the Department of Planning and Environment before submissions close on 23 September.

#### **ATTACHMENTS**

1. Draft South East and Tablelands Regional Plan 2041
  2. Draft Submission - South East and Tablelands Regional Plan 2041
-



# Draft South East and Tablelands Regional Plan 2041

Planning and Environment



Published by NSW Department of Planning and Environment

*Draft South East and Tablelands Regional Plan 2041*

First published: August 2022

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## Acknowledgement to Country

The Department of Planning and Environment acknowledges that the South East and Tablelands Region is on Aboriginal land. We acknowledge that this region encompasses the traditional lands of the Wiradjuri, Ngunnawal, Ngarigo, Tharawal, Gundungurra, Dharug, Yuin and Bidjiljil nations.<sup>1</sup>

Aboriginal people are the first peoples of Australia. Until the arrival of settlers, the economy was sustainable, threatened only by natural hazards which were met with resilience gained from generations of life on Country. The Aboriginal economy was tied to the land which provided spiritual, cultural and physical sustenance.

Colonisation forcefully dispossessed Aboriginal people of their land, displaced communities, and damaged Country.

This land always was and always will be Aboriginal land.

Under this regional plan, we seek to establish meaningful and collaborative relationships with Aboriginal people. We will seek to shift our focus to a Country-centred approach, respecting, recognising and empowering Aboriginal knowledge in planning processes at a strategic level.

We show our respect for Elders past, present and future through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

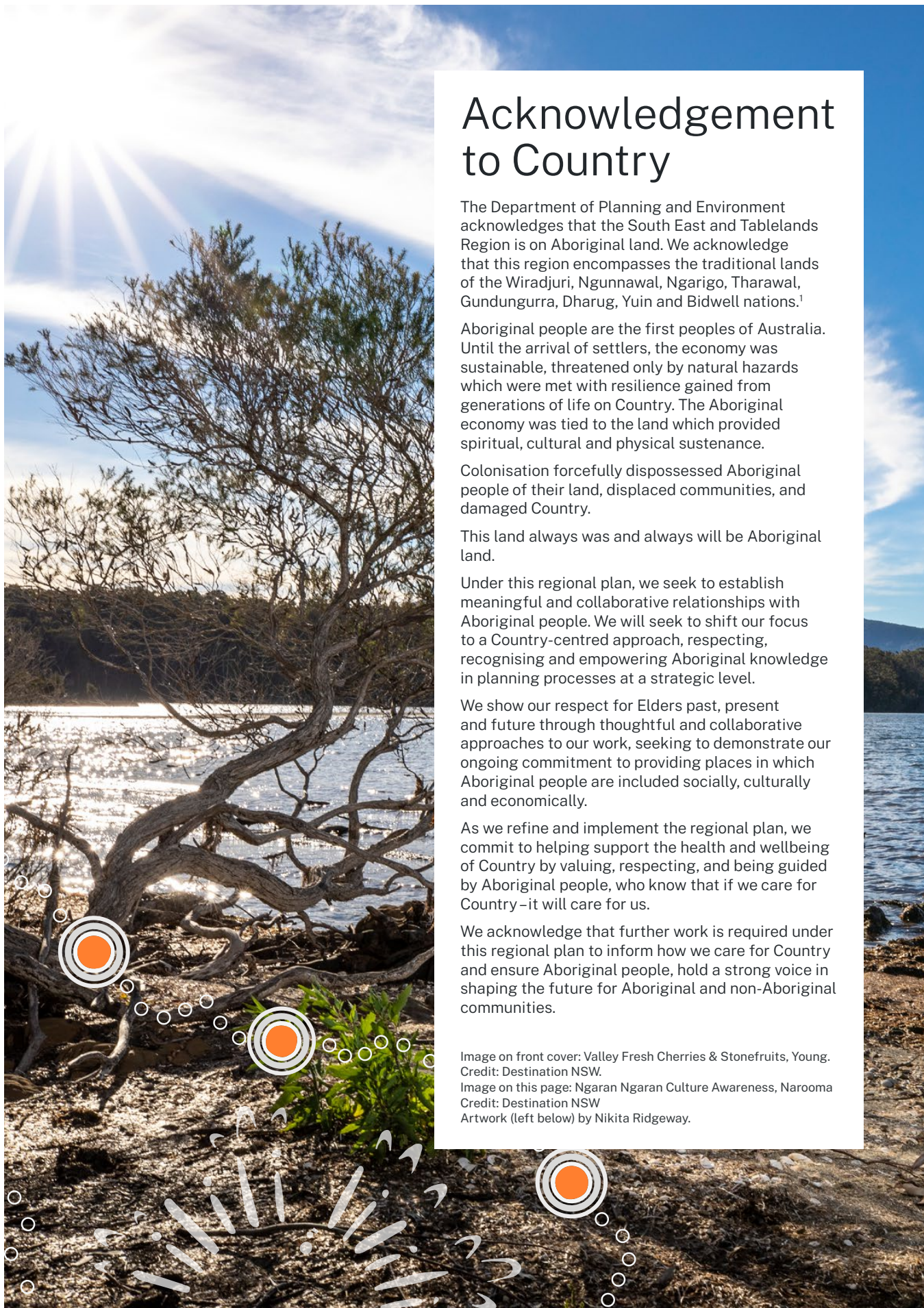
As we refine and implement the regional plan, we commit to helping support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country – it will care for us.

We acknowledge that further work is required under this regional plan to inform how we care for Country and ensure Aboriginal people, hold a strong voice in shaping the future for Aboriginal and non-Aboriginal communities.

Image on front cover: Valley Fresh Cherries & Stonefruits, Young.  
Credit: Destination NSW.

Image on this page: Ngaran Ngaran Culture Awareness, Narooma  
Credit: Destination NSW

Artwork (left below) by Nikita Ridgeway.



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# Minister's foreword

The South East and Tablelands region comprises a rich tapestry of diverse landscapes, from the stunning unspoilt coastline, to the spectacular high country of the Australian Alps and rolling green hinterlands in between.

Residents, workers, and visitors value the region for its rural and environmental character, encapsulated by the heritage towns that dot the countryside. This setting, coupled with access to the ACT's world-class hospitality and cultural institutions, drive people to this amazing place.

The *draft South East and Tablelands Regional Plan 2041* is the 20-year strategic planning blueprint to ensure the dynamic and vibrant region's ongoing prosperity.

The draft plan sets the land use planning framework, vision and direction for future needs for housing, jobs, infrastructure, a healthy environment and connected communities.

This plan is focused on collaboration between the NSW Government, councils and the ACT Government, including the way the region's strategic centres will support future growth. Underpinning this plan is a need to work smarter—using change and targeted investment to diversify industries, create a renewable energy future and provide housing for a growing resident and visitor population.

We also need to look to influence housing affordability and supply in the region by coordinating investment across levels of government and providing smarter, more efficient and reliable connections that bring residents and visitors closer to jobs, essential goods and services, and the natural environment.

I want to help the region bounce back from major challenges such as flooding, bushfires and the COVID-19 pandemic, by building resilience against future natural hazards, diversifying the economy, creating vibrant communities and planning for a sustainable future.

Strategic planning is vital to this ambition and essential for the region's planning to adapt to changing needs and circumstances—this is why we're conducting the first 5 year review and update of the regional plan to reset priorities through to 2041.

Since we released the first regional plan in July 2017, we've worked closely with councils, stakeholders, and the community on the plan's priorities; our review identifies new areas of focus.

We recognise the importance of Aboriginal people, and the need to do more to ensure greater equity and recognition so that Aboriginal communities can achieve their aspirations for Country.

We also recognise the importance of innovation in sustainable agriculture and energy use in the regional economy. Strengthening the regional economy requires integration in land use and transport planning, which is being explored with Transport for NSW as it prepares its regional transport plan.

This plan builds on our ambition for a more collaborative, connected and resilient region, for all who live, work, play and visit the South East and Tablelands.

**The Hon. Anthony Roberts**  
Minister for Planning  
Minister for Homes

## About the plan

**A new awakening has elevated the importance of how people care and connect to Country, community and place. This requires creative thinking to tackle the issues that shape how people in the South East and Tablelands region live, work and play.**

### A regional plan for the South East and Tablelands

The drought, floods, bushfires and COVID-19 pandemic will have lasting impacts on the economy, infrastructure, social systems, natural environment and wellbeing of people and communities across the region – impacts that require a new approach.

The *draft South East and Tablelands Regional Plan 2041* provides the land use planning framework for the South East and Tablelands Region, Australia's most geographically diverse natural environment. In balancing the rich environmental values of this land, we recognise the need for an adaptive and considered approach to growth and change.

The plan includes actions that recognise, support and empower Aboriginal people. These actions provide a foundation for building resilience and realising the benefits of working together in reaching the vision for the region. Meaningful

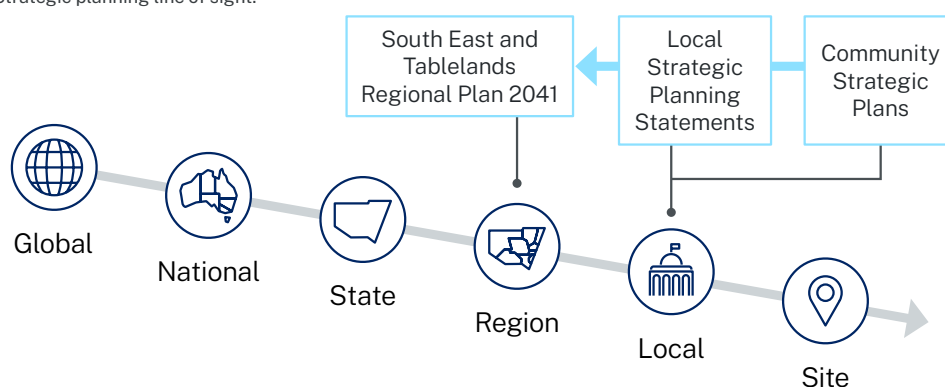
engagement and a collaborative approach to planning and decision making will achieve sustainable and equitable outcomes over the plan's 20-year horizon and beyond.

We have prepared this draft plan in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act), which requires reviews of regional plans at least every 5 years. It applies to the 9 local government areas (LGAs) of Bega Valley, Eurobodalla, Goulburn–Mulwaree, Hilltops, Queanbeyan–Palerang, Snowy Monaro, Upper Lachlan, Wingecarribee and Yass Valley. While not considered under the remit of this plan, the ACT also sits within the regional boundary due to Canberra's influence across the Region.

The draft plan provides a long-term vision for the region, supported by objectives and actions that will shape the region's many places. It commits State and local governments and key stakeholders to see it through.

We've drawn from each council's local strategic planning statements, acknowledging common interests without duplicating aspects of land use planning. Rather than create additional actions, we have identified the strategies that councils should apply during local strategic planning or when considering development proposals.

Figure 1: Strategic planning line of sight.



## Reviewing the 2036 Regional Plan

### Collaborative planning

The role of the Department and Planning and Environment (the department) is to lead regional planning for the South East and Tablelands region, and promote orderly development by aligning infrastructure decision-making with land use planning.

The draft regional plan uses a framework of strategies and actions to implement the plan. This requires all relevant stakeholders, including the department, councils and state agencies to work collaboratively on the strategic planning that will enable consistent, transparent and fair decision-making.

A collaborative planning model identifies priorities for subregions and a network of strategic centres. This approach intends to support knowledge sharing across different LGAs, on the planning issues relevant to their geographic location. This leverages established spatial and social relationships to promote productivity and target investment to support a growing population.

### Undertaking the review

Since the release of the *South East and Tablelands Regional Plan 2036* in 2017, the NSW Government has worked with councils, stakeholders and the community on key priority actions, including:

- preparation of several policies and guidelines, including the *local housing strategy guidelines*, the *Urban Design Guidelines for Regional NSW* and *NSW South Coast Marine Tourism Strategy 2019*
- improved access for councils to regional biodiversity corridor data and high environmental values land data
- commencement of a review and mapping of state significant agricultural land
- development of draft regional water strategies for catchments in the region, exhibited in 2022
- coordination of planning and infrastructure to enable housing development in Parkwood and South Jerrabomberra
- ongoing development of a cross border land and housing monitor with the ACT Government

We have also seen amendments to planning legislation that elevate the importance of strategic planning at a regional and local level. This includes the release of local strategic planning statements and other local strategies.

During our review, we consulted with council's, state agencies and industry to reset the direction and priorities for the region.

#### What is working well:

- Protecting the diverse and natural environment.
- Promoting a borderless and connected region.
- Protecting the rural character (living and lifestyle).

#### Where is greater focus needed:

- Focusing on Aboriginal people and communities.
- Enhancing the regional economy.
- Improving resilience and sustainability.
- Improving regional connectivity.

Early engagement identified potential benefits in exploring several topics and challenges that strategic planning for the region needs to address. Consequently, technical studies analysed:

- **sustainability and collaboration opportunities** for the region, focusing on climate change, greenhouse gas emissions, energy, water, transport and waste.
- opportunities and challenges for **agritourism and value-added** agriculture.

In conjunction with Transport for NSW, we engaged with Aboriginal communities in the region to inform this review and Transport for NSW's first *South East and Tablelands Regional Transport Plan*. Preparing these plans concurrently has allowed us to create a multimodal and integrated vision for transport planning in the region.

The draft regional plan also aligns with the draft Lachlan, Murray, Murrumbidgee and South Coast regional water strategies, which provide long-term roadmaps to a resilient and sustainable water future, along with the *NSW State Infrastructure Strategy 2022-2042*.

Together, transport, water and land use planning set a coordinated 20-year vision to manage growth and change for the South East and Tablelands Region, in the context of social, economic and environmental matters.

### Drivers of change

Some of the biggest changes and challenges are not unique to the region. COVID-19 has affected the movement of people to, from and within the region, with consequences on the availability of workers, the mix and magnitude of visitation and wide-ranging effects on migration, commerce, construction, education and recreation. Any longer term effects are yet to be determined.

Climate change remains the planet's biggest challenge. *The Intergovernmental Panel on Climate Change Sixth Assessment Report* confirmed global surface temperature will continue to increase until at least the mid-century under all emissions scenarios considered. Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO<sub>2</sub>) and other greenhouse gas emissions occur in the coming decades<sup>2</sup>. These impacts have been analysed at a regional level through Adapt NSW's *South East and Tablelands climate change snapshot (Figure 2 and 3<sup>2</sup>)*. The regional plan both respond to the changing climate and supports the objective of moving NSW to a carbon neutral economy.

Specific to the region, we are focused on several drivers of change, opportunities and relevant policies:

- an increase in government investigations and policy-based projects:
  - providing affordable housing for a growing population in regional NSW
  - planning for jobs close to where people live
  - recognising and integrating Aboriginal culture and heritage into planning practice
  - infrastructure responses to improve community resilience to natural hazards
- the need to protect the region's environmental significance and values

- the influence of Canberra on the region's jobs and housing, and the importance of collaboration between the NSW and ACT governments
- the need for strategic guidance on the growth and enhancement of local and strategic centres, in addition to the planning of the Snowy Mountains Special Activation Precinct (SAP)
- the prominence and diversification of agriculture and growth in health care and social assistance, energy and tourism sectors
- the need for solutions to challenges in water security, waste management and better physical connectivity with Canberra and Sydney
- the need for a coordinated approach to infrastructure provision that leverages resources and collaboration across state agencies

### Snowy Mountains Special Activation Precinct

In November 2019, the NSW Government announced the Snowy Mountains as a Special Activation Precinct (SAP).

A SAP is a dedicated area in a regional location identified by the NSW Government to become a thriving business hub, by bringing together planning and investment to focus on growing jobs and economic activity.

The Snowy Mountains Special Activation Precinct focuses on ways to increase year round tourism to grow the regional economy, create year-round employment opportunities, and attract more visitors to the region from Australia and around the world.

Figure 2: Projected temperature and rainfall changes in the South East and Tablelands Region<sup>3</sup>

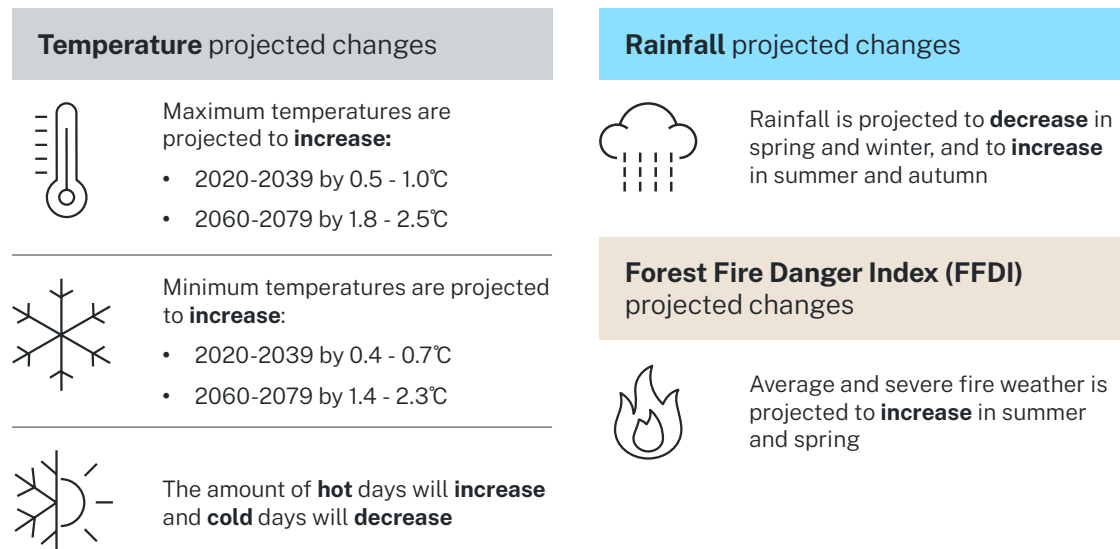
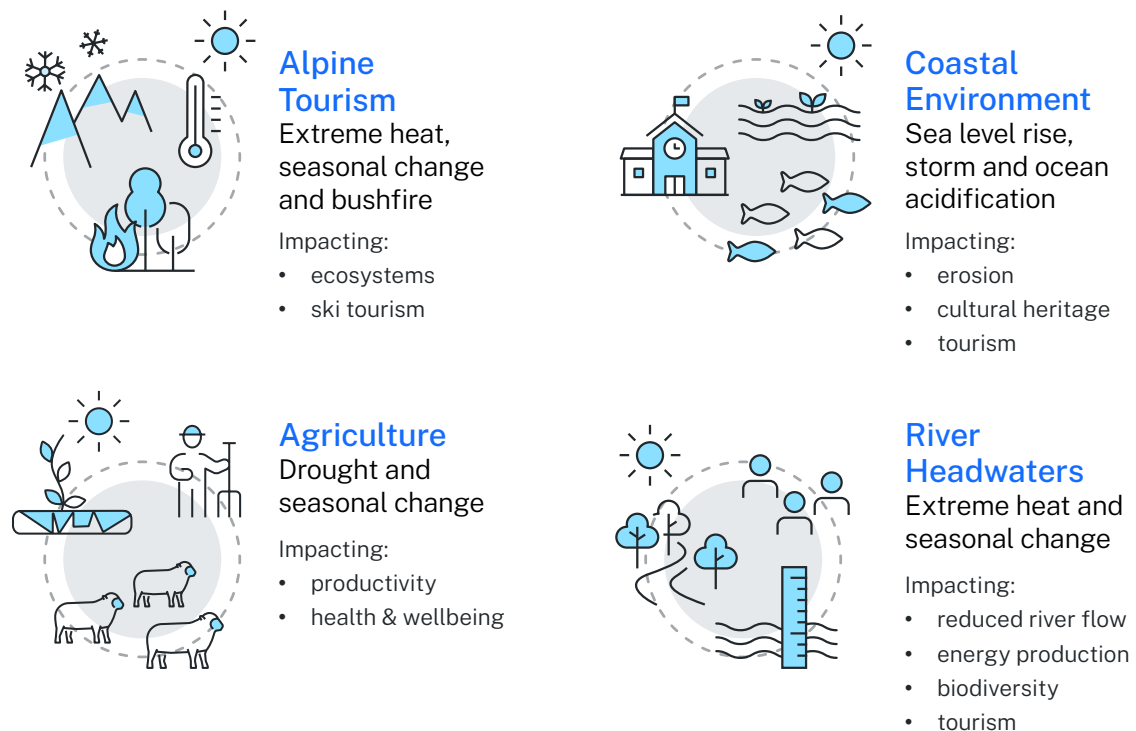


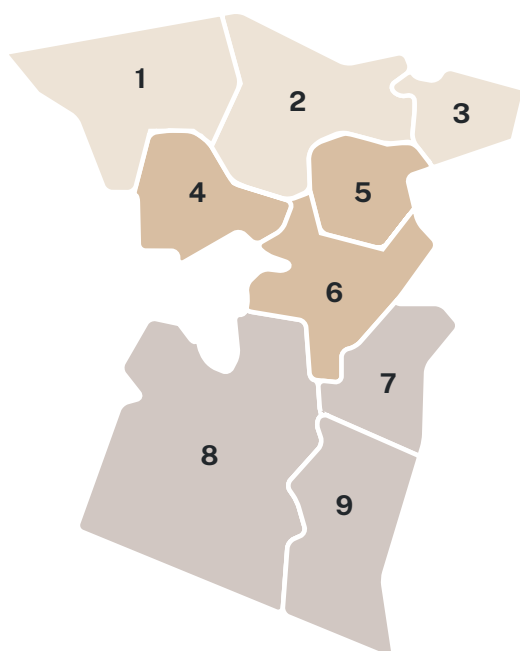
Figure 3: Regional Impacts (Extract from Adapt NSW's South East and Tablelands climate change snapshot)



Data is based on NARCLIM 1.0 (2014) projections. Regional climate change impacts are used to highlight how the region may be affected by climate change, and impacts are not limited to the examples provided.

## A growing population

With an estimated resident population of over 285,000 (716,611 including the ACT<sup>4</sup>) in 2021, the South East and Tablelands Region is expected to grow by 1% annually and cater for more retirees as people relocate from neighbouring communities, including the ACT for lifestyle and affordability reasons. Growth is likely to be focused on peri-urban commuting distances to both Sydney, Canberra, and the south coast.



LGA	Forecast Population Increase <sup>5</sup>
1. Hilltops	557
2. Upper Lachlan Shire	1,369
3. Wingecarribee	18,649
4. Yass Valley	3,242
5. Goulburn–Mulwaree	8,396
6. Queanbeyan–Palerang Regional	20,715
7. Eurobodalla	6,222
8. Snowy Monaro Regional	2,810
9. Bega Valley	1,493

## Functional economic regions

The South East and Tablelands comprises of several functional economic regions (FER) as defined by Regional Economic Development Strategies. FERs comprise of one or more LGAs in regional NSW and create smaller economies with strong economic links. They provide an important context to how the region operates and an understanding of the specialisations and industry sectors that drive economic growth.

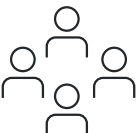
We have considered how each FER operates within itself and the relationships with their neighbours to understand economic interactions, with the aim of growing regional competitive advantages.

## Relationships with Canberra

Canberra is intrinsically linked to the South East and Tablelands through transport connections, educational institutions, tertiary health services and employment. The region supports Canberra's sustainable growth by providing space for a greater diversity of housing, experiences and opportunities beyond the city's limits.

Collaboration between the ACT and NSW governments is underpinned by the ACT and NSW Memorandum of Understanding for Regional Collaboration, first signed in 2011 and re-committed to in 2016 and 2020. The memorandum strengthens collaboration between the 2 jurisdictions to improve outcomes and service delivery to the broader 'Canberra Region'.

We take a region-wide and cross border approach to environmental protection, economic investment, infrastructure delivery, servicing provision and housing development to facilitate sustainable growth and optimise economic prospects.

 **95,000**  
people work within the South East and Tablelands Region<sup>6</sup>

  
  On top of this, an additional **25,000+** people travel into the ACT for work<sup>6</sup>

## Structure

The draft regional plan includes a vision for 2041, supported by:

- **Part 1:** A focus on place, as categorised by 3 subregions and their strategic centres.
- **Part 2:** Five interconnected themes, including objectives that guide strategies – which set policy positions for strategic planning projects, processes and programs to align to, and actions – to implement the vision at a regional level.
- **Part 3:** A focus on the implementation of actions, including the governance and monitoring framework to provide oversight, guidance and reporting for the next 5 years.

Each part includes different elements as follows:



### Objectives

Identifies high level goals to implement the vision to 2041, including supporting initiatives that may be explored and support the vision. Each objective contains strategies (which are the matters for strategic alignment), and actions (which aids the strategic implementation of the plan).



### Strategic Alignment

**Strategies** identify the planning matters for consideration (i.e., policy positions) set at a regional level, which guide strategic planning (including local strategic planning statements), local plans (including local environmental plans (LEPs) and development control plans (DCPs)) or state agency planning. Strategic planning and local plans also includes planning proposals, for the purposes of local planning directions under Section 9.1 of the EP&A Act.



### Strategic implementation

Actions describe initiatives led by the department, councils or state agencies that support the implementation of the plan. Each action is collaborative in nature and will require leadership from the department, organisation or council and include place-based and policy related investigations (projects).

These are identified as:

- **Department-led actions** – Investigations led and delivered - by the department, leveraging knowledge and inputs from other stakeholders
- **Collaborative actions** – Investigations led by one or more councils, joint organisation or state agencies, with the support of the department

As part of this regional plan, the department have identified '10 priority actions' that it will focus on and lead in the next 5 years (Page 16). Additional actions are identified and require broader coordination and planning across multiple organisations. Their timing will be influenced by each respective government's priorities.



### Reporting and measurement

Each theme includes 'potential indicators' which are measures that could indicate the success of the plan's actions on delivering positive outcomes for the community. These indicators are a starting point and will be developed further by State and local government, as part of delivering specific State, regional, subregional and local planning programs.

The department will be responsible for reporting on both Department-led actions and collaborative actions.

## A vision for the region in 2041

**By 2041, the South East and Tablelands will be recognised as a region of collaboration and innovation. Sustainable agriculture, tourism and renewable energy are key industries, and Country is recognised as a foundation for the region's future. Communities will play a significant role in unlocking the region's opportunities and potential, with the natural environment at the heart of planning and decision-making.**

### **The region is home to the nation's capital and Australia's most geographically diverse natural environment**

The South East and Tablelands Region is valued as a place where people can live, work, and play throughout their life.

By 2041, it is home to just over 350,000 residents (almost 940,000 residents including the ACT). People are attracted to the region's cities, historic towns and villages. The region's landscape - ranging from Australia's highest peaks, to rural and bush covered plains, hinterland areas and dramatic coastlines - offer residents and visitors a diversity of lifestyle opportunities.

Productive agricultural land and natural resources are the foundations of the region's economy, which continues to diversify through growth in the tertiary education, health, waste, energy, tourism and transport sectors.

### **A borderless and connected region brings opportunity**

The region's network of strategic centres and clusters are well connected to Canberra and Sydney. Advances in information technology have created smart work opportunities, connecting people physically and digitally.

Canberra is the region's Metropolitan City and a significant driver of growth. The unified Canberra Region is home to a strong and secure economy, and a valued and protected environment. Easier and more convenient connections to and from Canberra give residents better access to a wider range of services, jobs and recreational opportunities.

The expansion of Greater Sydney's 'Western Parkland City' and associated transport and commercial infrastructure creates new connections and opportunities for the region's north and the Sydney to Canberra corridor. Sectors like tourism and agriculture benefit from export access to global markets through Canberra Airport, Western Sydney International (Nancy-Bird Walton) Airport and the Ports of Eden and Port Kembla.

Each unique town offers a unique identity and heritage attributes. These places shape local experiences that inspire exploration and provoke adventure. The Snowy Mountains, for example, is a premier tourist destination all year round.

### **The region will be at the forefront of innovation in sustainable practices**

The South East and Tablelands Region's varied and distinct landscapes foster a disaster resilient and low carbon visitor economy, agricultural sector and renewable energy platform. Climate ready communities embrace the region's opportunities and potential for collaboration and innovation, where agriculture and aquaculture has created an internationally renowned, high quality clean and green product.

Innovative mitigation measures to manage and use water, protect waterways, biodiversity and wildlife corridors, harness renewable energy and prepare for natural hazards by reducing exposure and addressing vulnerabilities to help tackle the impacts of climate change. A circular economy and low-emissions transport initiatives support a more sustainable and net zero emissions future.

### **A tailored approach to growth brings many benefits**

New housing and jobs are located to make the best use of infrastructure and services, catering for long term residents and those who relocate from major population centres.

People have access to a greater range of housing types that suit the growing and ageing population. Planning for housing focuses on user needs and sets targets for different housing types and tenures. This include social and affordable housing and meeting the demand for visitor accommodation.

The integration and delivery of transport infrastructure, social infrastructure and land use planning is supported by coordinated approaches and collaborative relationships between NSW and ACT governments.

As communities grow, this is balanced against measures to enhance the value and protection of a natural environment that enriches lifestyles, sustains the region's water supply and protects biodiversity and productive agricultural land. Strategic planning ensures the management and quality of waterways, flora and fauna, tree canopy coverage and infiltration.

### **Aboriginal culture and engagement is embedded in strategic planning**

Planning for the region embeds a meaningful recognition of, and connections to Country. Land use planning practice increases cultural awareness in the community and empowers Aboriginal leadership in decision-making.

Aboriginal knowledge and culture is incorporated into planning and place design, ensuring the region's residents and visitors benefit from an increased historical and cultural connection to Country and sense of place.

Engagement, knowledge sharing and partnership with Aboriginal communities contributes to effective relationships between traditional custodians, local Aboriginal knowledge holders, Local Aboriginal Land Councils, State agencies and councils. The economic potential of Aboriginal land holdings are realised through a better understanding of Aboriginal places, culture, and heritage.

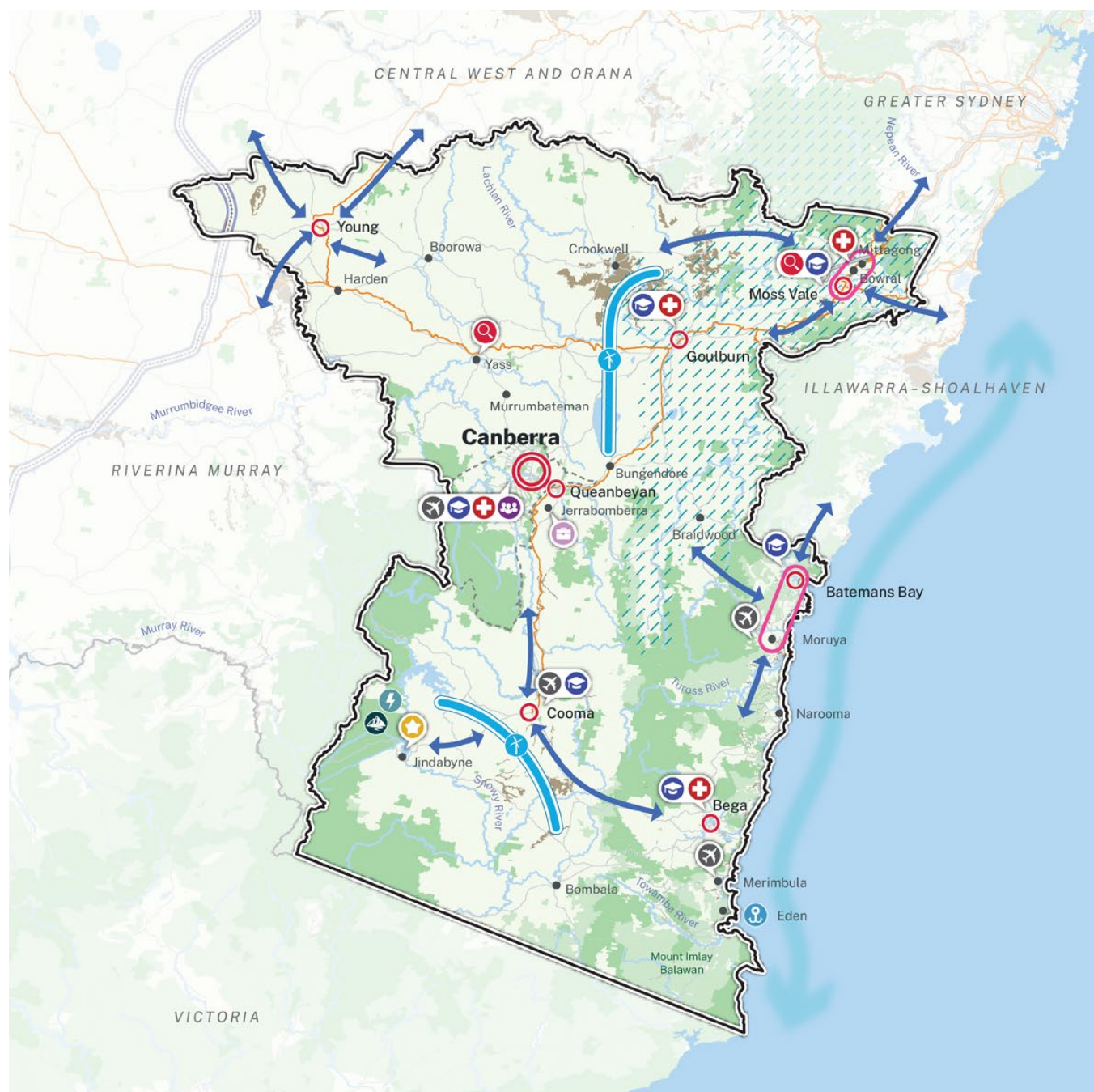
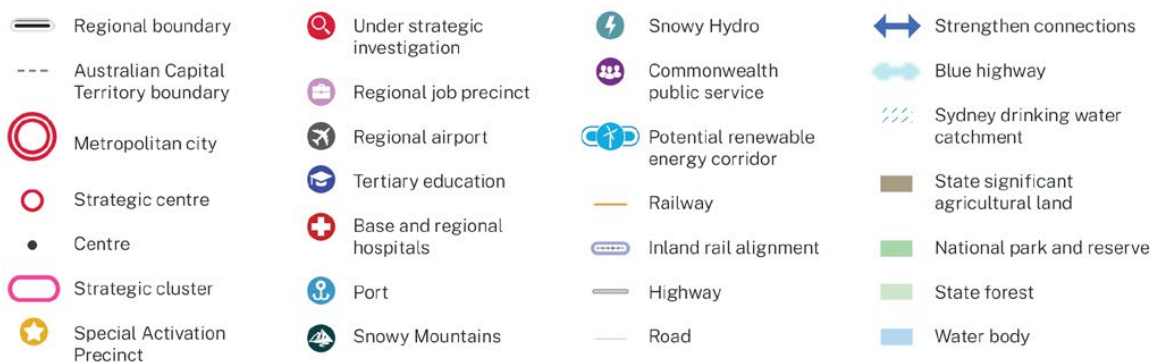


Figure 4: Snapshot of South East and Tablelands



## Plan on a page

### THEME

# 1

## Recognising Country, people, and place

**Objective 1:** Build capacity for shared knowledge about Aboriginal culture in land use planning

**Objective 2:** Strengthen Aboriginal self-determination

**Objective 3:** Support diverse, vibrant and socially active communities

**Objective 4:** Preserve the heritage and character of the region's towns and villages

### THEME

# 2

## Enhancing sustainable and resilient environments

**Objective 5:** Protect important environmental assets

**Objective 6:** Enhance biodiversity, habitats and the connections between them

**Objective 7:** Build resilient places and communities

**Objective 8:** Plan for a net zero region by 2050

**Objective 9:** Support the development of a circular economy

**Objective 10:** Secure water resources

**Objective 11:** Manage the role and operation of extractive industries

### THEME

# 3

## Leveraging diverse economic identities

**Objective 12:** Realise economic benefits from a connected regional economy

**Objective 13:** Promote innovation and sustainability in agriculture and aquaculture industries

**Objective 14:** Promote a year-round visitor economy

**Objective 15:** Promote business and employment opportunities in strategic locations

**Objective 16:** Support industries to integrate operations and digital solutions

### THEME

# 4

## Planning for fit for purpose housing and services

**Objective 17:** Plan for a supply of housing in appropriate locations

**Objective 18:** Plan for more affordable, low-cost and social housing

**Objective 19:** Manage rural living

**Objective 20:** Provide efficient access to infrastructure and services

### THEME

# 5

## Supporting a connected and active region

**Objective 21:** Strengthen cross-border connectivity and infrastructure coordination

**Objective 22:** Enhance strategic transport links

**Objective 23:** Plan for walkable centres

**Objective 24:** Adapt infrastructure to meet future needs

## 10 priority actions for the region

The order of preference does not reflect the timing in which each action will commence.

### Priority Department-led Action 1.1

1

Establish cultural narratives for the region that identify and recognise key Aboriginal stakeholders and the key features, themes and significance of Country to Aboriginal communities.

### Priority Department-led Action 10.1

6

Explore the development and implementation of a sub-regional water strategy for the Capital subregion that addresses water security, infrastructure provision and allocation.

### Priority Department-led Action 1.2

2

Identify potential barriers, bespoke processes, and opportunities to improve ongoing engagement and collaboration with Aboriginal communities in strategic land use planning.

### Priority Department-led Action 15.1

7

Investigate the introduction of a regional job precinct in the Tablelands subregion by leveraging existing planning and investigations into the Southern Highlands Innovation Park.

### Priority Department-led Action 6.1

3

Establish a green and blue grid for the region.

### Priority Department-led Action 17.1

8

Prepare a place strategy for the Batemans Bay Strategic Cluster to coordinate strategic planning and infrastructure decisions.

### Priority Department-led Action 8.1

4

Develop a South East and Tablelands emissions reduction roadmap that identifies innovative initiatives that can be delivered through an ecosystem of collaboration.

### Priority Department-led Action 20.1

9

Undertake an assessment of the type and capacity of the services (movement generators) accessible to the population within a 30, 60 and 90 minute road-based trip of a strategic centre, cluster and other locations, to inform recommendations to other agencies, councils on the sequencing improvements to meet NSW Government targets.

### Priority Department-led Action 9.1

5

Develop a circular economy strategy for the region that identifies initiatives to address barriers and opportunities in priority growth sectors (employment industries) in transitioning to a circular economy, as guided by the principles set by the *NSW Government Circular Economy Policy Statement*.

### Priority Department-led Action 21.1

10

Establish an Urban Development Program for the South East and Tablelands Region to better identify, coordinate and prioritise enabling infrastructure for new housing, employment land and monitor delivery.

## 10 collaborative actions for the region

The order of preference does not reflect the timing in which each action will commence.

### Priority Collaborative Action 2.1

**1** Work with the Department of Premier and Cabinet to develop a coordinated interagency program for land claim processes.

### Priority Collaborative Action 4.1

**2** Work with councils and NSW Heritage to undertake and implement heritage studies, including Aboriginal cultural heritage studies to inform local land use strategies.

### Priority Collaborative Action 5.1

**3** Work with councils and local Aboriginal knowledge holders to undertake strategic landscape-scale assessment of biodiversity and areas of HEV, including biodiversity certification assessment and roadside vegetation management plans.

### Priority Collaborative Action 8.2

**4** Work with the Canberra Region Joint Organisation to develop a sustainability framework for employment precincts, growth areas and centres to promote carbon neutral sustainable growth and development.

### Priority Collaborative Action 14.1

**5** Work with councils and state agencies to identify and plan for strategic centres, strategic clusters and other key locations that identifies existing tourist and visitor accommodation, supporting infrastructure and other services that can support the tourism industry.

### Priority Collaborative Action 14.2

**6** Work with the Canberra Region Joint Organisation, the Department of Primary Industries and the Environment Protection Authority to prepare a standard template development control plan and/or policies to support agritourism opportunities.

### Priority Collaborative Action 15.2

**7** Work with the councils to prepare and or update employment land strategies and profiles for regionally significant employment areas which set an action plan for the application of rural and transition zones.

### Priority Collaborative Action 17.2

**8** Work with councils and the Canberra Region Joint Organisation to develop a set of master planning principles that provide examples on how to address planning barriers to rezoning and developing residential land, in the context of high environment, cultural and heritage significance, important agricultural land and areas affected by natural hazards.

### Priority Collaborative Action 17.3

**9** Work with councils to prepare place-based masterplans for each strategic centre and clusters, focused on: projected population growth, infill residential growth targets and infrastructure provision, walking, cycling and public transport access, protection of heritage, cultural assets and environment, access to employment.

### Priority Collaborative Action 18.1

**10** Work with the Canberra Region Joint Organisation to develop an affordable housing strategy for the region, including the identification of minimum standards for social and affordable housing.

PART

1

# The region's spatial structures



Tilba Tilba Lake, Central Tilba  
Credit: Destination NSW



## PART 1 | The region's spatial structures

As a large region—approximately 5.67 million ha—the South East and Tablelands contains diverse urban, rural and natural landscapes and characteristics. We consider the region as 3 subregions—Tablelands, Capital and Alpine and Far South Coast—that will complement the vision for 2041. This approach recognises that varying similarities and differences exist between each LGA. These similarities and differences can be leveraged to look at how each LGA functions with their counterparts in the region, and how they can each leverage their unique identifies, drawn from differing Functional Economic Regions (FER).

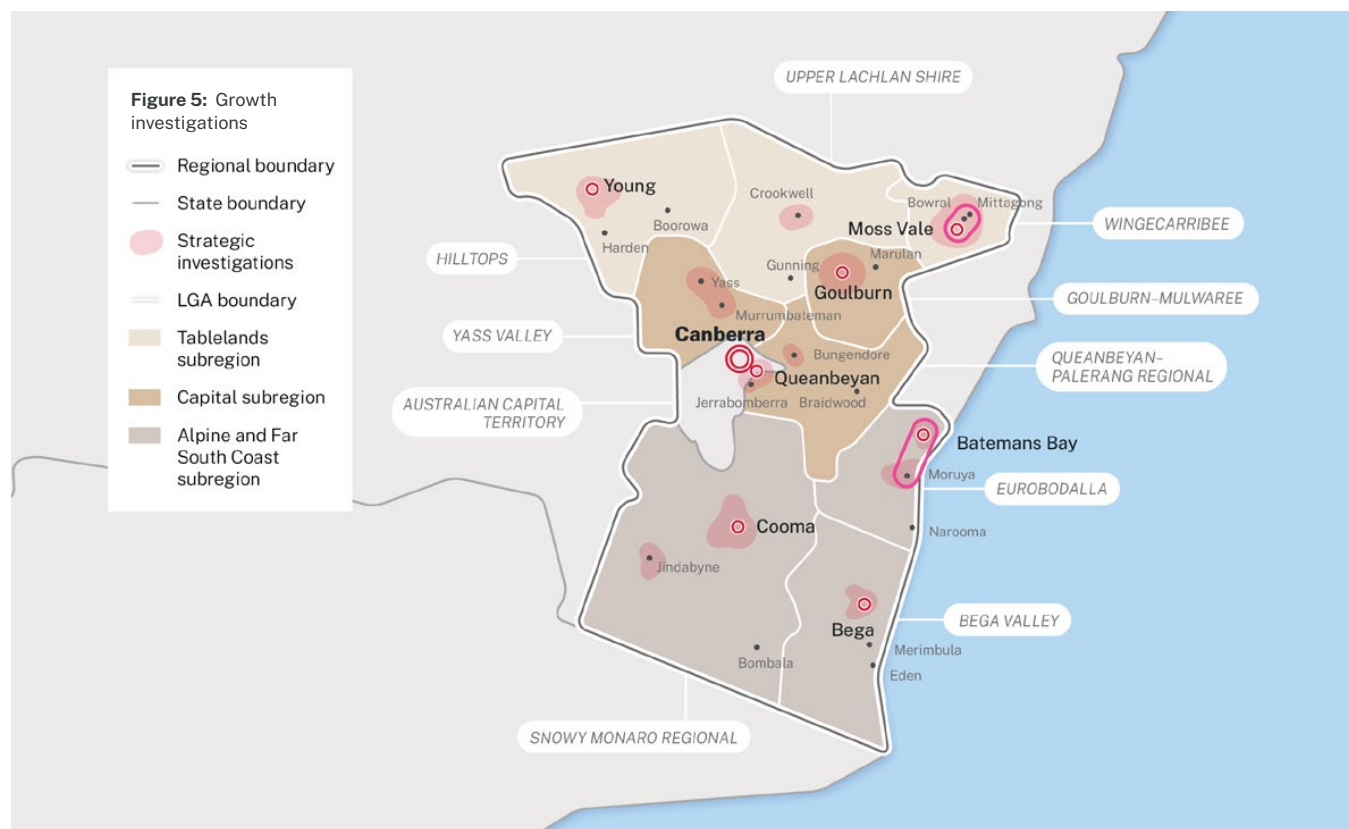
We use a subregional scale, combined with a place-based approach to:

- identify the spatial elements and planning priorities in state and local strategic plans
- identify how strategic centres (and clusters) will grow according to the regional plan objectives
- frame how actions are implemented under the objectives
- inform other plans and programs, including local strategic planning statements, local plans and place strategies, to prioritise and coordinate the planning and provision of infrastructure and services.

This approach will require collaboration to address complex planning problems in each subregion, in the context of the regional plan, to sequence both planning and investment. If one LGA is identified in a subregion, this should not limit engagement between councils that build and retain strong connections, even if they are in different subregions.

We recognise that local strategic planning statements set the local priorities for each LGA, where formerly identified as local government narratives in the 2036 regional plan. At a regional level, we consider strategic centres and clusters as significant locations requiring further investigation, tailored planning responses, activation and or specific infrastructure investments—as demonstrated through nominated priorities for success. The region's strategic centres and clusters will be subject to more detailed strategies that integrate the draft *Connecting with Country Framework*, *Movement and Place Framework*, *Better Placed*, *Greener Places Framework* and *Public Spaces Charter*.

Part 1: The region's spatial structures



- Metropolitan city:** The highest order centre in the region.
  - Area:** Canberra
  - Growth characteristics:** Refer to the *ACT Planning Strategy 2018*
- Strategic centres:** Well-served centres with opportunities for new housing and employment growth. Each strategic centre has unique characteristics, localised economies and communities that influence change and growth as a 'place'.
  - Areas:** Young, Goulburn, Queanbeyan, Cooma, Bega, Moss Vale, Batemans Bay
  - Growth Characteristics:** Health, heritage, Medium density housing, employment, mixed uses, education
- Strategic cluster:** Strategic clusters recognise that a strategic centre and its function and capacity for growth is inherently linked to the operation and evolution of one or more local centres. This may mean that the distribution of services, jobs and housing is interconnected between each centre and requires coordinated strategic planning and investment to manage change.
  - Areas:** Southern Highlands (Moss Vale, Bowral and Mittagong) and Batemans Bay (Bateman's Bay and Moruya)
  - Growth Characteristics:** Health, heritage, Medium density housing, employment, mixed uses, education
- Local centres:** Provides services such as shopping, dining, health and personal services to meet the daily and weekly needs of the local community. They are smaller than the metropolitan, regional, and strategic centres.
  - Areas:** Boorowa, Harden, Crookwell, Gunning, Murrumbateman, Bungendore, Marulan, Braidwood, Bombala, Jindabyne, Narooma, Eden, Merimbula
  - Growth Characteristics:** Low density housing, heritage, everyday goods and services

## Tablelands subregion

The Tablelands subregion is home to the Young strategic centre to its west, and the Southern Highlands strategic cluster to its east – 2 gateways to Greater Sydney, Illawarra–Shoalhaven, Central West and Orana and the Riverina Murray regions. It includes the productive, innovative and environmentally conscious northern LGAs.

Future planning will identify how its diversity of industries can support a broader supply chain, how communities can have access to essential services in a rural context, and how local character and agricultural lands can be protected.

### Focus areas

- New urban release areas
- New employment opportunities
- Transport connections between Sydney, Canberra, Central West and the Illawarra
- Housing diversity
- Strategic biodiversity assessment and planning

Grove Estate Wines, Young  
Credit: Destination NSW



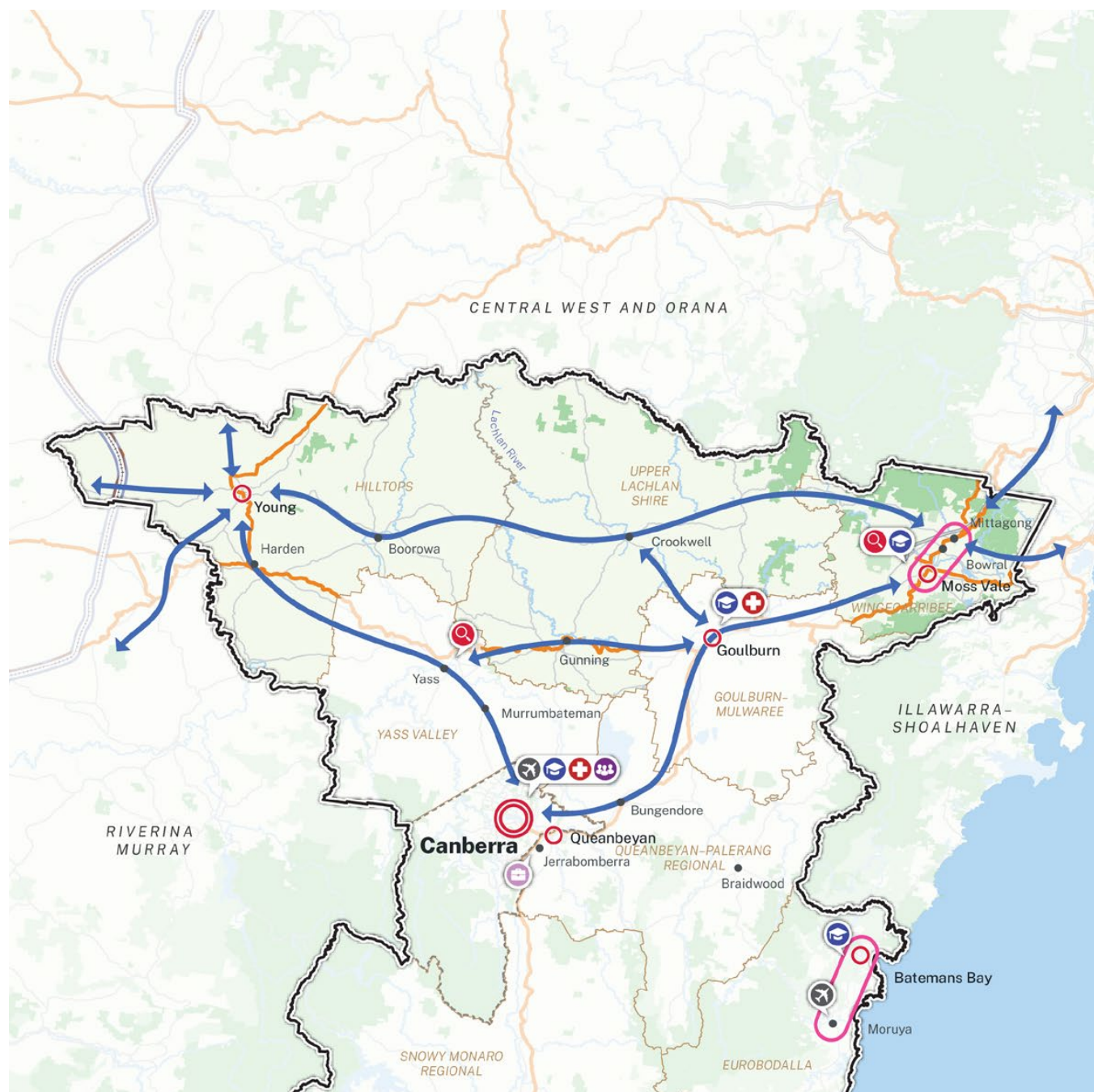


Figure 6: Tablelands subregion



## Local government areas

The Tablelands subregion comprises Hilltops, Upper Lachlan and Wingecarribee LGAs.



### Hilltops

Located on the traditional lands of the Wiradjuri and Ngunnawal nations, Hilltops LGA is a well-connected agricultural area, home to an estimated 18,629 people, that is expected to grow to 19,186 by 2041<sup>5</sup>. With strong road and rail connections into major regional and metropolitan centres, its strategic centre of Young is just one and a half hours from Canberra and under 4 hours from Sydney (car-based trip).

Hilltops' inclusion as part of the 'South West Slopes' FER, reinforces the importance of strong relationships with its neighbouring LGAs to the west-situated outside of the region. This means that priorities to support and grow agriculture and food production, as well as the visitor economy are to be considered in this context. In particular, strategic planning is to consider how the region's network of roads, rail and airports can be leveraged to improve productivity and liveability for its residents and workforce.



### Upper Lachlan

Located on the traditional lands of the Dharug, Ngunnawal, Gundungurra and Wiradjuri nations, Upper Lachlan LGA is characterised by its position on the Great Dividing Range, traversed by the Abercrombie, Wollondilly and Lachlan Rivers. It is home to an estimated 8,330 people, most of which live in Crookwell and Gunning. With the population growing to 9,699 by 2041<sup>5</sup>, villages like Collector, Taralga, Breadalbane, Bigga and Laggan are becoming popular for residents who can work remotely.

As part of the Southern Tablelands FER, agriculture is the primary employment and economic driver, contributing to 38% of total employment in the LGA and complements activities occurring in Goulburn–Mulwaree and Yass Valley LGAs. Relationships to industries in the south presents strong opportunities to leverage and grow transport, access and logistics based services across inter-regional networks through Canberra, Bathurst (via Hilltops), and Western Sydney (via Wingecarribee). When coupled with strong growth in the renewable energy sector, Upper Lachlan can provide a strong northern anchor to a diversified regional economy.



### Wingecarribee

With excellent road and rail connections, Wingecarribee LGA is well positioned as both Western Sydney and the Illawarra–Shoalhaven region grow. Situated on the traditional lands of the Gundungurra and Tharawal nations, Wingecarribee LGA is home to an estimated population of 52,320, that is expected to grow to 70,969 people by 2041<sup>5</sup>. This requires planning for affordable and development ready land to enable growth to accommodate approximately 13,000 new homes.

The LGA's network of towns and villages attract visitors to the area from surrounding regions. Acting as a specialised FER, investment in cultural assets and boutique offerings will continue to drive a strong visitor economy. The LGAs position relative to Greater Sydney and the Illawarra–Shoalhaven region will reinforce its role as a gateway to inter-regional markets. Prioritisation of value added agriculture, and local manufacturing opportunities is needed to generate additional local jobs and draw in resources and logistical connections through Upper Lachlan, Hilltops and to Canberra and Sydney.

## Strategic centres and clusters

### Young strategic centre

Young provides local retail, commercial, health and community services, generating approximately 43% of the total revenue of all businesses and organisations within the Hilltops LGA. It is increasingly welcoming growth in manufacturing, construction, transport and other associated services.

With strong economic and physical connections, including the Main Southern Rail line into the adjacent Riverina-Murray Region to the south west and Central West and Orana Region to the north, Young sits on a key route for goods and services to and from the South East and Tablelands region.

Young's major road and rail linkages will continue to transport agricultural harvests from western NSW to international markets via Canberra Airport and the port of Port Kembla, and local agricultural products for the fresh food markets of Canberra, Sydney and Melbourne.

Strategic freight corridors need to be identified, protected and funded, to support reduced end-to-end costs as part of a viable agricultural industry. This should also be considered in the context of Young's proximity to the inland rail corridor.

As a centre for the agricultural industry, planning for Young's growth as a strategic centre should consider the physical transition of retail, business and housing to surrounding rural land. This includes travel distances to higher order services such as health and regional recreational facilities, from housing on the edge of the centre.

#### Priorities for the strategic centre

- Protect productive agricultural land and rural industries from incompatible land uses.
- Grow rural industries by enhancing farm-to-market opportunities, that leverage each town's strategic freight and transport infrastructure.
- Encourage business diversification, value add and growth agriculture and tourism.
- Plan for housing and employment alongside the supply of water and energy, including renewable energy sources, and upgrades to transport infrastructure.
- Protect and improve key strategic transport corridors, including the interface with the strategic centre.

### Southern Highlands strategic cluster

The 2036 regional plan recognised Moss Vale as a strategic centre; with the maturing of regional and local planning priorities, we see Wingecarribee Shire's 3 main towns of Mittagong, Bowral and Moss Vale as a cluster that will be pivotal to the area's future.

The towns' different, yet interrelated functions draw people and investment to the cluster. Its diverse economy is driven by the health, tourism, education, manufacturing, agriculture, construction and professional industry sectors. The proximity to Sydney, Canberra and Wollongong is a strong base for economic development, while the rural landscape, natural areas and numerous vibrant towns and villages, support the visitor economy.

Planning needs to aim to diversify the local economy, alongside efforts to improve housing choice and affordability so that current and aspiring residents live near employment and services. This includes planning for medium density housing around each centre and in the identified greenfield residential areas of Moss Vale. Planning should consider the 3 towns as distinct settlements, rather than a continuous urban form.

#### Priorities for the strategic cluster

- Investigate funding for infrastructure, and utilities to unlock and fulfil the economic potential of the Southern Highlands Innovation Park.
- Investigate multi-modal transport solutions to improve connectivity within and between the town centres of the Southern Highlands strategic cluster.
- Investigate new greenfield and infill housing opportunities, including more diverse and affordable housing products near centres, while considering environmental and servicing aspects.
- Consider local character, environmental assets and heritage when planning for growth.

## Capital subregion

The Capital subregion is close to Canberra, giving residents greater access to a variety of employment, education, health and higher order services. The strategic centres in the subregion's north should be the focus for growth, to complement the role and function of Canberra.

Strategic planning and infrastructure delivery will promote housing diversity and avoid areas of high environmental or cultural significance, or land susceptible to natural hazards. Resolution of infrastructure deficiencies and water security will be a key focus.

### ACT Planning Strategy

The *ACT Planning Strategy* (2018) is a refresh of the 2012 *ACT Planning Strategy*. The updated strategy sets a strategic vision for planning in the ACT and provides the framework for a range of actions that will allow the city to respond to change locally, regionally and globally<sup>7</sup>.

The strategy acknowledges that continued coordination with the surrounding LGAs is an important aspect to support Canberra's role as a Metropolitan City and to help promote a liveable and productive region. We will continue close working relationships with the ACT Government to align infrastructure and planning approaches across each jurisdiction.

### Focus areas

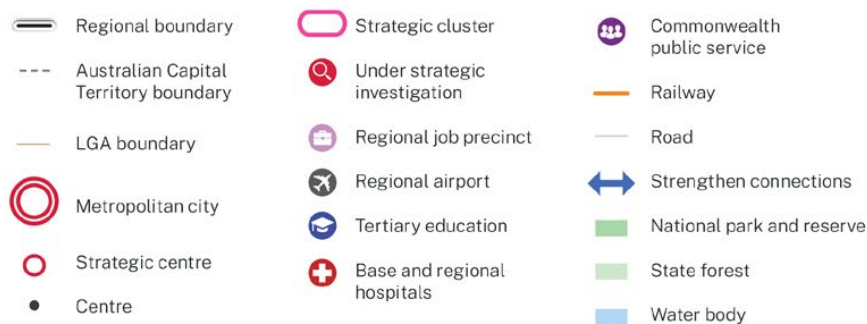
- Agricultural land
- Cross-border (environmental, transport and service) connectivity
- Local cultural and arts
- Water security and waste management
- Land for housing

Mount Jerrabomberra Lookout, Queanbeyan  
Credit: Destination NSW





Figure 7: Capital subregion



## Local government areas

The Capital subregion comprises three LGAs – Goulburn–Mulwaree, Queanbeyan–Palerang and Yass Valley, as well as the ACT.



### Goulburn–Mulwaree

Situated on the lands of two major language groups -Gandangarra and Ngunnawal, Goulburn–Mulwaree is recognised as a significant place for several Aboriginal communities, as highlighted through its Aboriginal cultural heritage study. It is home to approximately 31,808 people, with the potential to grow to 40,204 by 2041<sup>5</sup>. The area is desirable for new residents due to relative affordability of housing, agricultural character and easy access to Sydney, Canberra, South Coast and the Snowy Mountains.

Forming part of the Southern Tablelands FER, there exists strong economic connections with Yass Valley and Upper Lachlan. Providing a diverse range of employment sectors, such as health care and social assistance, retail, trade, public administration and agriculture, the LGA will continue to provide a favourable option for growth as a strategic midpoint in the Sydney to Canberra Corridor. Supporting resident and employment growth is to be coupled with liveability and leveraging investment and planning for health facilities, education and skills retention in agricultural practice.



### Queanbeyan–Palerang

Located on the land of the Ngambri, Ngarigu, Ngunnawal and Walbunja Aboriginal people, Queanbeyan–Palerang LGA is home to modern urban centres, historic towns and villages, productive rural landscapes, and high-quality natural environments. With an estimated population of 62,836, the LGA is expected to grow to 83,550 by 2041<sup>5</sup>.

With a specialised FER and its proximity to the ACT, employment in public administration, defence, transport, professional, scientific, and technical services, creates differences from other LGAs in the region. The strong influence of Canberra, is to be leveraged in providing complementary economic activities and specialisations to provide jobs close to where people live, improve digital capabilities of the workforce and improve the economic and social offerings of town centres. Supporting future change requires close consideration of water security and the differing character of rural and suburban communities.



### Yass Valley

Yass Valley LGA, the land of the Ngunnawal people, has a proud heritage, a modern food and wine scene, and a thriving arts culture. Its historic buildings, Burrinjuck Dam and cool climate wineries attract many visitors. Yass, Murrumbateman and the cross border development at Parkwood will continue to accommodate most growth to 2041, with the LGAs population anticipated to grow from 17,442 to 20,684 in 2041<sup>5</sup>. The availability of water and the need to avoid growth in high flood hazard areas will continue to influence the amount and location of additional urban development.

As part of the 'Southern Tablelands' FER, the area consists of predominantly productive rural lands and rural residential properties. Promoting agricultural infrastructure and improving transport connections will be critical in leveraging opportunities across the region. Similarly, most residents are likely to continue to travel to Canberra for higher order services, health and tertiary education. Providing alternative opportunities for essential services will be critical for how the community grows, which is contingent on resolving water security issues.

## Strategic centres and clusters

### Goulburn strategic centre

Located on the Hume Highway between Sydney, Canberra and Melbourne, Goulburn is recognised as 'Australia's first inland city'.

Recent public investment has upgraded the Goulburn Base Hospital and funded a new performing arts facility, regional indoor sports and leisure centre, and more than 30km of walking and cycling infrastructure around residential and urban areas.

Goulburn strategic centre is forecast to cater for most of the LGAs population growth. With this, there exists opportunities to provide more diverse housing types, infill development and revitalisation of the centres public domain and heritage assets.

Goulburn's intermodal facility will capitalise on the proximity to Canberra Airport, Sydney and Port of Port Kembla. Proximity to South West Sydney will also attract an increasing number of start-ups, businesses and industries that can take advantage of the range of supporting and serviceable businesses in the region.

With demand for employment land, planned new employment land offers development potential. However, the relatively high cost of water and sewer servicing is seen as a financial disincentive to investment. Securing several large industries could trigger upgrades and stimulate investment.

#### Priorities for the centre

- Secure funding for essential infrastructure and servicing to fulfil the economic potential of new residential and employment land in and around Goulburn.
- Support Council's efforts to realise a more diverse and affordable housing supply, consistent with Goulburn's heritage character.
- Reduce heavy vehicle movements through the CBD.
- Encourage and incentivise emerging technologies, supply chain and manufacturing industries to relocate to Goulburn and its surrounds.
- Help to grow the arts and cultural sectors to bring activity to the strategic centre.

### Queanbeyan strategic centre

Queanbeyan and its surrounds comprise one of the most populated areas in regional NSW. Situated south-east of the ACT, with connections to the south coast and alpine areas, Queanbeyan is a 20-minute drive from Canberra's CBD and 10km from Canberra Airport.

Queanbeyan offers higher order health, education and employment opportunities. Despite this, many people travel to the ACT for these purposes, particularly for employment and tertiary education.

Queanbeyan is transforming into a modern and dynamic city that offers distinct and attractive experiences. Rejuvenation of the CBD will be underpinned by best practice placemaking and place management, with development controls developed to reduce future flood risk. Economic planning can guide investment to increase visitation, retail activity and the night-time economy.

Progressive development of the Googong and South Jerrabomberra urban release areas must not compromise the primacy of Queanbeyan, and in particular the Queanbeyan CBD, as the LGAs commercial, community and cultural hub.

#### Priorities for the centre

- Work with the ACT Government to improve road and active transport connectivity and integrate public transport.
- Invest and introduce programs to support the ongoing revitalisation of the Queanbeyan CBD through a focus on a 24 hour economy.
- Monitor the supply of residential and employment lands.
- Balance the need for employment and rural lands with the demand for housing.

#### Yass (under strategic centre) investigation



Yass is strategically located off the Hume Highway and is a 45-minute drive from the northern suburbs of Canberra. Residents can access an established commercial core, hospital, medical and emergency services, primary and high schools, as well as a TAFE. Many people travel to the ACT for work, higher order services, health and tertiary education.

While proximity to the ACT could constrain Yass's commercial core and local service industry in the short term, the continued desire for housing and lifestyle opportunities outside the ACT could see Yass become a strategic centre in the long term. Consideration of the direction for Yass should also consider the role of Murrumbateman, and opportunities to enable residential growth.

However, strategic planning to identify additional land for housing must resolve key constraints such as water security, and health and education infrastructure.

## Alpine and Far South Coast subregion

The Alpine and Far South Coast subregion illustrates the region's geographic diversity, from mountainous terrain to pristine marine environments. As a place where people want to visit and live, the subregion's future will be influenced by sustainable agriculture, enhanced environmental areas and tourism.

With access to Canberra Airport and the Port of Eden, and a rich tourist and visitor network, the subregion could become the adventure capital of NSW. This will require appropriate transport infrastructure, housing and employment growth to ensure the resident population and employment base can cater for growth in the tourism industry.

### Focus Areas

- A network of complementary tourism opportunities
- Access to renewable energy
- Revitalised strategic centres and clusters
- Environment and heritage
- Adapting to climate change

Wray Street Oyster Shed, Batemans Bay.  
Credit: Destination NSW



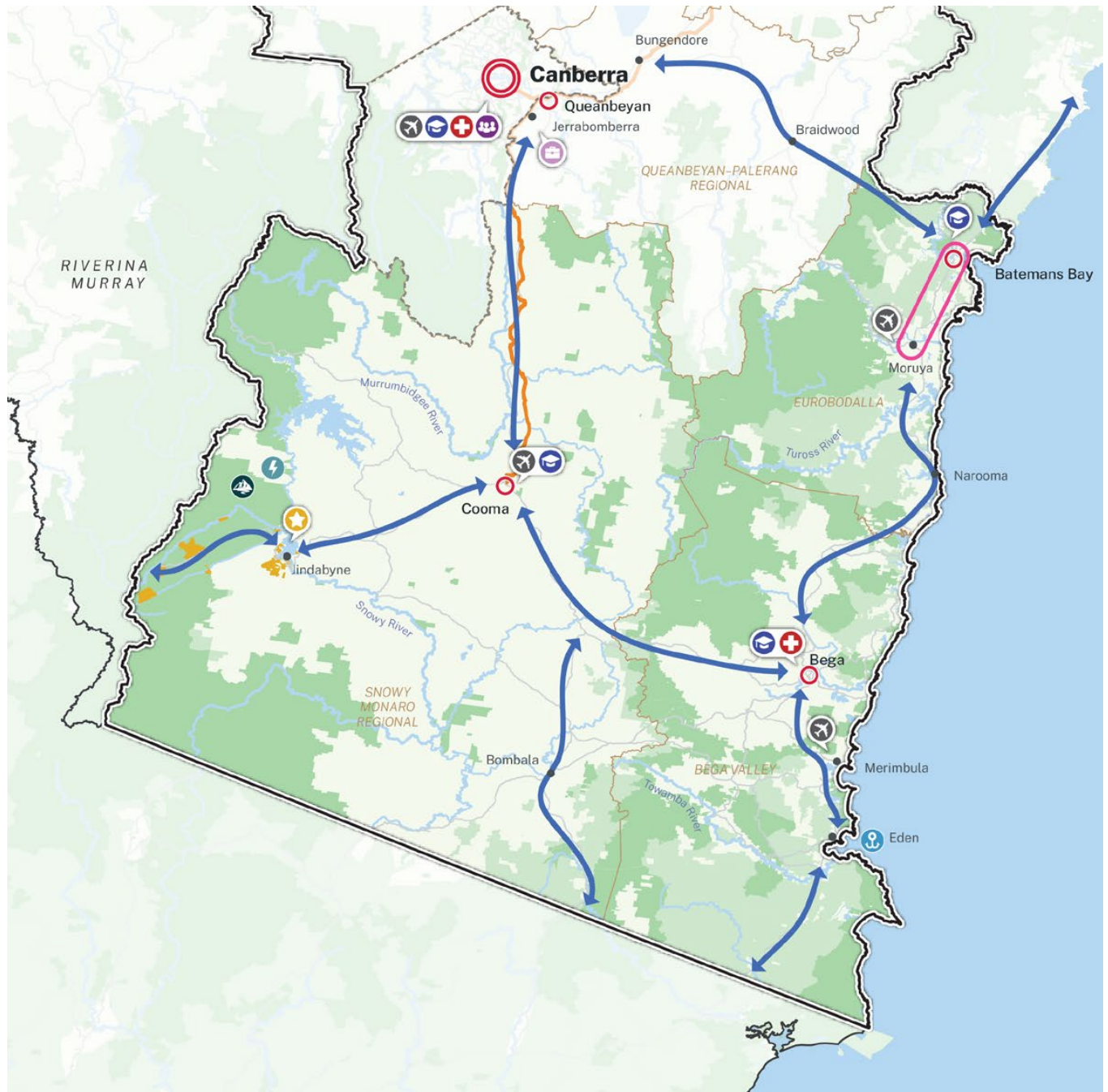


Figure 8: Alpine and Far South Coast subregion



## Local government areas

The Alpine and Far South Coast comprises Bega Valley, Eurobodalla and Snowy Monaro LGAs, with economic and transport connections to the ACT.



### Bega Valley

Bega Valley LGA is located centrally between Sydney and Melbourne, and is less than 3 hours from Canberra (car based trip). The rich culture and heritage of the Yuin people is embedded in the Shire's landscapes, trees, hills and waterways of the Bega Valley Shire. The LGA is home to an estimated 34,730 residents living in a network of idyllic coastal towns including Bega, Merimbula, Pambula, Bermagui, Tathra and Eden. Whilst the population is only projected to grow to 36,223 by 2041<sup>5</sup>, there is a need to cater for seasonal fluctuations and improving housing diversity as the population ages.

Forming part of the Far South Coast FER, health, manufacturing, retail, public administration, and education sectors drive economic growth, along with established infrastructure, including Merimbula Airport, the Port of Eden and South East Regional Hospital. Dairy product manufacturing remains a growing sector in the region, with Bega Cheese primarily contributing to the rise in employment numbers. Connections with neighbouring Eurobodalla LGA are critical to cater for a seasonal influx of visitors, which heavily influences the regional economy.



### Eurobodalla

With a rich Aboriginal history on the traditional lands of the Yuin nation, Eurobodalla is home to approximately 39,179 residents, which is expected to increase to 45,402 residents in the next 20 years<sup>5</sup>. The LGA is known for its rugged rocky headlands, beaches, and rivers.

While traditional fishing, dairy and forestry sectors remain, the economy is now driven by tourism, retail, property, health services, aquaculture and an emerging niche agriculture sector. Its relationship with Bega Valley as a FER, highlight the need to grow the region's tourism sector and overall lifestyle appeal as proximity to Sydney and Canberra places the LGA within reach of visitors, particularly during the busy summer holiday period. However, improving the reliability of infrastructure and telecommunications, and providing accommodation for seasonal workforces remain a priority.



### Snowy Monaro

Home to the Ngarigo people, the Snowy Monaro LGA contains diverse environmentally significant lands, nestled between the Snowy Mountains and Victorian border to the south, the southern coastal LGAs of NSW to the east and the ACT to the north. The network of centres and towns, including Cooma, Jindabyne, Berridale and Bombala, offer a range of unique lifestyle opportunities, supporting an approximate resident population of 21,035 people –growing to 23,845 people by 2041<sup>5</sup>.

As part of its own FER, the tourism and hospitality sectors are key to the regional economy, particularly through Jindabyne and the Kosciuszko National Park. A diversifying agriculture sector and ongoing investment in the Snowy 2.0 project will continue to support a vibrant community. The collection of industries require coordinated planning to improve options for seasonal changes in housing and employment, and road infrastructure between the LGA and its neighbours –including to Snowy Valleys LGA to the west, as well as to the Port of Eden and Canberra Airport.

## Strategic centres and clusters

### Bega strategic centre

Bega services the LGA and its surrounds, providing health, education, government, retail, industrial and other important services to the community. It also contributes to the broader region's rich agricultural and aquaculture industries, and vibrant tourism industry. This includes the popular tourist route from Sydney to Melbourne via the scenic south coast and Princes Highway.

With key assets such as Merimbula Airport, Port of Eden, South East Regional Hospital, University of Wollongong Campus and Bega TAFE, the centre will continue to grow and attract new residents and tourist numbers. Several well located government owned sites could be re-purposed to revitalise the centre.

A relative patchwork of developed and undeveloped industrial land could spur on ongoing economic development, so long as land constraints, potential land use conflict, and land tenure are resolved.

#### Priorities for the centre

- Understanding the constraints and availability of developable residential and employment lands.
- Investigating opportunities for the re-purpose of NSW Government and Council owned land assets.
- Supporting the Bega Valley Innovation Hub to continue to deliver sustainable, innovative business towards a circular economy.
- Identifying strategies to activate and support the viability of key infrastructure such as the Port of Eden and Merimbula Airport.
- Addressing the availability of visitor accommodation and rental housing.

### Cooma strategic centre

Cooma Strategic Centre is the gateway to the Snowy Mountains and provides the business, retail and essential services that support an all-year round visitor economy, productive agricultural land and energy generating activities for the Snowy Mountains region.

On Cooma's doorstep, the expansion of the Snowy Mountains Hydro Electric Scheme is driving demand for industrial land. However, topography and land ownership challenge the development of large plate retail facilities.

Planning and investment in and around Jindabyne as part of the Snowy Mountains SAP, will benefit Cooma and grow Jindabyne as a residential and tourist hub. This will increase demand for residential, business and health services, skills training and other support sectors in Cooma.

Upgrades to Cooma Hospital, Monaro high school and the planned investment in the Cooma Sports Hub will build on existing social services.

As the regional economy grows, particularly from a tourism perspective, Cooma will need to strategically adapt to ensure land uses and transport networks reinforce connections to the coastal southern strategic centres and Canberra. Providing incentives to invest in and revitalise Cooma will enable its transformation as a hub for domestic and international visitors.

#### Priorities for the centre

- Plan for additional employment lands to support economic development.
- Stimulate the rate of development, diversity and availability of housing and temporary accommodation within Cooma and surrounding villages.
- Analyse and capitalise on the Snowy Hydro 2.0 project and Snowy Mountains SAP to grow an all-year tourism destination.
- Strengthen transport networks within and between key destinations, including Canberra Airport, and strategic centres.

### Batemans Bay strategic cluster

The 2036 regional plan identified Batemans Bay as a strategic centre; however, investment in nearby Moruya requires strategic thinking about how each centre interacts. Batemans Bay remains the commercial, retail, tourist and service centre within Eurobodalla, but investment in the new \$260m Eurobodalla Regional Hospital, and a \$15m emergency management centre in Moruya will influence growth on the coast. Further, the future Moruya Bypass will reduce CBD traffic and bring opportunities for redevelopment.

We now consider the 2 centres as a strategic cluster that includes a 25km corridor, incorporating the tourist destination of Mogo and the North Moruya Industrial Area. This cluster provides a mix of service and economic activity to support residential and tourist towns.

While Moruya offers significant greenfield development potential alongside access to the future bypass and the new Eurobodalla Regional Hospital, any growth potential needs to be considered alongside environmental assets, exposure to coastal and flood hazards, and the viability of Batemans Bay.

Batemans Bay has a limited supply of future commercial and industrial land. The focus on higher density and infill housing opportunities will continue, particularly around the CBD. However, infrastructure upgrades are required.

### Priorities for the strategic cluster

- Collaborate with Council to plan for and capitalise on future land use opportunities.
- Investigate opportunities to re-purpose of NSW Government and Council owned assets.
- Investigate opportunities for employment and residential land around Batemans Bay to cater for new and innovative business.
- Invest in regionally significant public open space and urban environments, such as the Bateman's Bay waterfront.
- Invest and introduce programs to improve public amenity in each CBD, with a focus on a 24 hour economy.



Big Bit Downhill, Batemans Bay  
Credit: Destination NSW

PART

# 2

Achieving  
the vision



McKenzies Beach, Malua Bay  
Credit: Destination NSW



PART

2

## Achieving the vision

The regional plan integrates the key elements of place and the aspirations of stakeholders around key themes, to assist with the classification of core focus areas such as sustainability, economics or placemaking. We have drawn these themes from the vision to 2041, informed by stakeholder engagement, a review of the 2036 regional plan, and the key local and state policies.

The themes are:

- Recognising Country, people and place
- Enhancing sustainable and resilient environments
- Leveraging diverse economic identities
- Planning for fit for purpose housing and services
- Supporting a connected and active region.

Each theme contains objectives, strategies and actions drawing from the spatial and place elements of the Tablelands, Capital and Alpine and Far South Coast subregions.

THEME

1

## Recognising Country, people, and place

### Potential indicator(s):

- Implementation of formal plans and/or agreements that include recognised Aboriginal knowledge holders in planning programs and assessments.
- Improved assessment timeframes in processing native title land claims.

### Objective 1

Build capacity for shared knowledge about Aboriginal culture in land use planning

### Objective 2

Strengthen Aboriginal self-determination

### Objective 3

Support diverse, vibrant and socially active communities

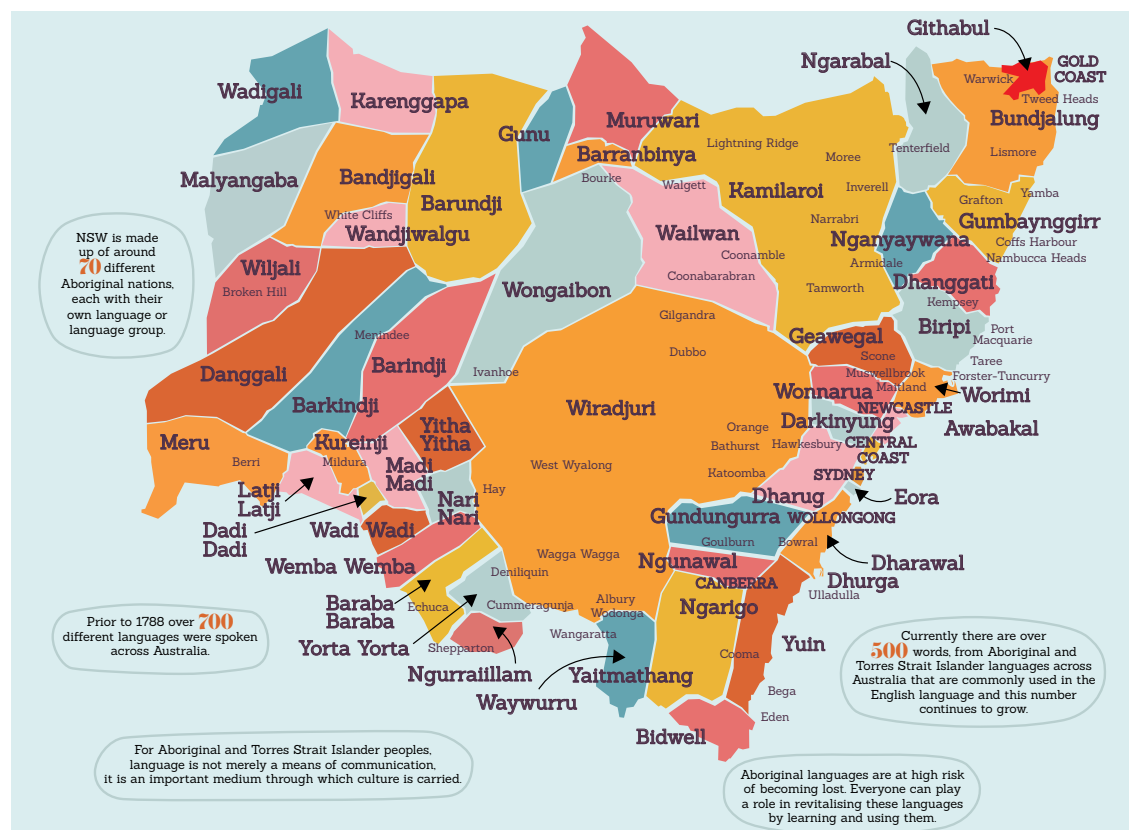
### Objective 4

Preserve the heritage and character of the region's towns and villages

Curiosity Rocks

## OBJECTIVE 1:

# Build capacity for shared knowledge about Aboriginal culture in land use planning



**Figure 9:** Aboriginal Nations/Languages in NSW & ACT<sup>8</sup> (Source: Reconciliation NSW, 2022)

Relationships between Aboriginal culture and land use planning practice are growing. Regional planning provides a unique opportunity to explore at a foundational strategic level, how land use planning can look to set the overarching approach to make meaningful impact in the way decisions are made about land.

## Starting with Country

Elders and other traditional knowledge holders possess information about Country that can potentially inform land use planning in the context of sensitively working in partnership with Aboriginal people.

The draft *Connecting with Country* framework can inform the planning, design and delivery of built environment projects in NSW. The work is initially informed by the experiences and knowledges of Aboriginal people who work on, and are from, Country, in and around the Sydney basin.

The ambition of Connecting with Country is that everyone who is involved in delivering government projects will adopt the following commitment: *Through our projects, we commit to helping support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country—it will care for us<sup>9</sup>.*

Engagement with traditional custodians, Local Aboriginal Land Councils, prescribed body corporates (PBC) and other local knowledge holders will enable the capacity for shared knowledge about Aboriginal culture in strategic planning. The appropriate people must represent and speak for Country in land use planning, through relationships built on trust and commitment throughout project life cycles.

Country has many meanings for the different lands. Identifying the key narratives highlights the ways to protect the significance of Country and will help conserve sensitive sites, as well as give Aboriginal people access to their homelands to continue their cultural practices.

## Working in partnership with Aboriginal people

Working in partnership with Aboriginal people through a process of co-design in early stages of projects and strategies, will help to build trusting relationships, facilitate the exchange of knowledge and information, and better enable Aboriginal people to achieve their aspirations for their land.

We have started working with Local Aboriginal Land Councils across NSW to provide information about the planning system and how it affects land owned by land councils. This process will help land councils to achieve their aspirations for Country.

Depending on the aspirations and preferences of Aboriginal land managers in particular locations, the department can bring together state agencies and councils to collaborate with Aboriginal people to achieve better land use outcomes. This could include Community Land and Business Plans, which describe the aims of a Local Aboriginal Land Council and strategies to achieve those aims.

The relationships between Aboriginal land managers and councils enable the aspirations of Aboriginal people for their land and facilitate informed decision-making. Memorandums of Understanding are one mechanism for helping to establish these partnerships. For example, Bega Valley Shire Council has signed a memorandum of understanding with the Eden, Bega and Merrimans Local Aboriginal Land Councils to shape how Council works with Aboriginal communities.

### Supporting initiatives:

Work with Local Aboriginal Land Councils, local Aboriginal knowledge holders, PBCs and councils to better reflect their aspirations by:

- involving Local Aboriginal Land Councils, PBCs and knowledge holders in strategic planning
- supporting and partnering with Aboriginal communities to identify opportunities to activate land, including through biodiversity offsets
- identifying where land returned to Local Aboriginal Land Councils has suboptimal planning controls and facilitating amendment
- supporting a better understanding of the planning system
- promoting opportunities for cultural awareness training for all involved in planning
- incorporating Aboriginal knowledge into planning considerations and decisions.



### Strategy 1.1

Demonstrate greater engagement with identified Aboriginal knowledge holders in state and local strategic plans, including community participation plans and through formalised agreements.



### Strategy 1.2

Identify, conserve and enhance Aboriginal cultural heritage values through strategic planning and local plans as informed by collaboration with traditional knowledge holders and the community.



### Department-led Action 1.1 (Priority)

Establish cultural narratives for the region that identify and recognise key Aboriginal stakeholders and the key features, themes and significance of Country to Aboriginal communities.



### Department-led Action 1.2 (Priority)

Identify potential barriers, bespoke processes, and opportunities to improve ongoing engagement and collaboration with Aboriginal communities in strategic land use planning.



Part 2: Achieving the vision

**OBJECTIVE 2:**

## Strengthen Aboriginal self-determination



Kosciuszko National Park, Snowy Mountains.  
Credit: Ben Coope

Local Decision Making is an initiative of OCHRE<sup>10</sup> (Opportunity, Choice, Healing, Responsibility, Empowerment), the NSW Government's policy framework for working with Aboriginal communities. It represents a commitment to work in genuine partnership with Aboriginal people to support strong communities through education, economic development and culture.

Local decision making is underpinned by the principle of self-determination and aims to ensure that Aboriginal communities have a genuine voice in determining what and how services are delivered to their communities. Aboriginal regional alliances negotiate on behalf of Aboriginal communities with the NSW Government about the design and delivery of services to their communities.

Where a regional alliance operates within a planning region, it is recognised as a key stakeholder to land use planning. The Illawarra Wingecarribee Aboriginal Alliance Corporation partly exists within the South East and Tablelands Region.

We will continue to work with the NSW Aboriginal Land Council as a peak representative body for Aboriginal land rights, including work to reduce

inappropriate land use zoning applying to land owned by Local Aboriginal Land Councils.

### Aboriginal land claim processes

In addition to native title rights, the system of Aboriginal land rights in NSW is defined in the *Aboriginal Land Rights Act 1983*.

The long title of the *Aboriginal Land Rights Act 1983* states, "It is accepted that as a result of past Government decisions the amount of land set aside for Aboriginal persons has been progressively reduced without compensation..."

The *Aboriginal Land Rights Act 1983* established the network of Local Aboriginal Land Councils and empowered them to claim, acquire and utilise land as an economic base for Aboriginal communities in NSW.

Successfully claiming the ownership of land is an essential precursor to land councils making use of the planning system.

Sharing information about planning constraints and opportunities that affect land under claim or owned by land councils will enable better decision-making. This can contribute to Closing the Gap target 15 – that by 2030, there is a 15% increase in Australia's landmass subject to Aboriginal and Torres Straight Islanders' legal rights or interests<sup>11</sup>. We will continue to work with Crown Lands to improve the Aboriginal land claims process.

Work will also continue to better align the planning system, and approaches to biodiversity conservation (including water and landscape management), to enable better land use outcomes for Aboriginal people. This includes through applying dual-naming to places in NSW, to give prominence to Aboriginal place names alongside non-Aboriginal names. This helps to recognise the significance of Aboriginal culture, and contributes to the process of reconciliation.

### Development opportunities for Aboriginal owned land

Chapter 3 'Aboriginal Land', under the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), is part of a refreshed set of planning measures that respond to the long-recognised disconnect between the Aboriginal land rights system and the NSW Planning system. Chapter 3 opens up alternative planning pathways that could advance the development of their land, and ensure ongoing protection of Country.

Ongoing work with various land councils has included assistance with the preparation of development delivery plans that allow for the independent review of planning (rezoning) proposals for identified Aboriginal land. We will continue to monitor the new planning measures and continue to work with land councils on the development delivery plans.

Information about the planning system will continue to be provided to Aboriginal people through the development of planning analysis reports and training sessions. We will also look to make it easier for Local Aboriginal Land Councils to find updated information about their land on the NSW Planning Portal.

#### Supporting initiatives:



- Apply dual-naming of places to acknowledge and promote Aboriginal place names.
- Increase the availability and simplicity of planning information for Local Aboriginal Land Councils to inform decision making about Aboriginal land claims.
- Conduct a strategic assessment of land held by local Aboriginal land councils to prioritise sites for potential economic opportunities, in the context of legislative and environmental constraints, incorporating Aboriginal knowledge into planning considerations and decisions.

#### Strategy 2.1



Prioritise the processing of unresolved Aboriginal land claims on Crown land

#### Strategy 2.2



Demonstrate alignment with, and where possible, expand the application of Chapter 3 of the Planning Systems SEPP to additional areas.

#### Collaborative Action 2.1



Work with the Department of Premier and Cabinet to develop a coordinated interagency program for land claim processes.

**OBJECTIVE 3:**

## Support diverse, vibrant and socially active communities



Local market, Goulburn

A sense of belonging and shared values can lift and unite people in challenging times, as we have seen during the COVID-19 pandemic and natural disasters.

Meeting and gathering places, pedestrian prioritised streets, events, festivals and cultural infrastructure all enable a sense of belonging.

The NSW planning system can be utilised to respond to community needs by enabling appropriate land uses and ensuring flexibility that allows for adaptation, re-use and creativity.

### Arts and culture

The South East and Tablelands region is home to an array of arts events and cultural drawcards. Many celebrate the role of agriculture, including the annual National Cherry Festival in Young, which was reinvented in 2021 in response to COVID-19 limitations with street performers, buskers and

buildings lit up in vibrant colours. This is testament to the high regard of the arts and special events. Other natural and agricultural focused festivals include the Boorowa Irish Woolfest, Boorowa Running of the Sheep, Tulip Time Bowral, Goulburn Lilac Festival, and Robertson Potato Festival.

Arts and cultural infrastructure include Queanbeyan and Goulburn Performing Arts Centres, Bay Pavilions, Bradman Museum of Cricket, Eden Killer Whale Museum, theatre societies, galleries such as Ngununggula Southern Highlands Regional Gallery and Bega Regional Gallery, Apma Creations Aboriginal Art Gallery in Central Tilba, as well as small artist run spaces in Cobargo, and volunteer managed schools of arts. Other festivals include Gunning Arts, Crookwell Irish Heritage, Australian Blues Music Goulburn, Southern Highlands Writers Festival and Brigadoon at Bundanoon.

Different land uses, enhancements to public spaces and temporary events can support arts and culture industries – this includes new development, which can be designed to be adapted for arts and cultural uses by equipping them with access to electricity, temporary water or public toilets and flexible layouts to enable the temporary use of spaces.

### Diversified infrastructure and services

Understanding how communities utilise and interact with social infrastructure is essential to manage growth and change. Several forms of infrastructure and services that are widely recognised to support communities:

- playgrounds, libraries, heritage, information and education facilities
- busy shopfronts, street verges and community gardens
- farmers markets and local produce centres
- creative arts centres, theatres, live music and co-working spaces
- healthcare and educational facilities
- bushcare groups, outdoor gyms, sportsgrounds, aquatic centres, or community spaces.

These generate more social opportunities when they can be adapted for different uses, accessed by all community members, multipurpose and co-located with complementary services. Further opportunities exist where clustering of uses and facilities can be leveraged as a precinct.

Infrastructure and services may be lacking in different parts of the region. Building upon the analysis and priorities of Create NSW's *Cultural Infrastructure Plan 2025+*, and by working with communities, councils and the NSW government can identify gaps in the network and assess how best to expand or build new facilities.

Exploring opportunities for public grant funding can support community or social infrastructure.

#### Supporting initiatives:

- Conduct a gap analysis of regionally significant community and cultural infrastructure and identify potential solutions and funding sources.



#### Strategy 3.1

Strategic planning and local plans to consider opportunities to incentivise and encourage development of arts, culture and entertainment institutions, by:

- promoting creative and artistic expression and participation with a minimum regulatory burden
- diversifying land uses, or activating of underutilised facilities
- enabling the adaptability of new development, heritage buildings and temporary use of vacant buildings for performance and creative work
- enhancing and protecting creative work and performance spaces, and related facilities
- providing initiatives to support the night-time economy
- increasing street art that enhances urban areas and contributes to the attractiveness of neighbourhoods



**OBJECTIVE 4:**

## Preserve the heritage and character of the region's towns and villages



The region's scenic and cultural landscapes provide unique settings for its urban areas and act as a strong link to its natural and historic landscapes.

Providing opportunities to conserve, interpret and acknowledge the region's heritage values, will build an understanding of history and respect for the experiences of diverse communities. Heritage identification, conservation, management and interpretation can allow heritage places and stories to be experienced by current and future generations.

Recognising non-Aboriginal heritage must be balanced with the Aboriginal cultural significance of areas – particularly where the celebration of non-Aboriginal heritage has adversely impacted connections to Country, celebration of culture, or represents trauma. Recognising and acknowledging this is an important part in moving towards reconciliation.

### Heritage interpretation

The South East and Tablelands region is entrenched in heritage and cultural value, with Aboriginal people being part of the region for more than more than 65,000 years<sup>12</sup>.

Known areas of heritage significance in the region include Lake George sand deposits; cultural landscapes between Gulaga and Biamanga National Parks; and remnant vegetation within roadside corridors and Travelling Stock Reserves

in Hilltops Shire. There are 157 identified heritage items listed on the NSW State Heritage Register<sup>13</sup>.

Recognition of the intangible (stories, ceremonies and events) elements of heritage and culture as it overlaps with tangible (landscapes, buildings, archaeology and artefacts) heritage items can improve the understanding of the significance and value of the regions places. For example, Songlines represent important connections that link significant Aboriginal places together and highlight the connections of Aboriginal people with Country.

Heritage is not always static, for example, the Bundian Way route between Eden and Mount Kosciuszko, which represents Aboriginal and non-Aboriginal history. It provided safe passage between the coast and high country for Aboriginal people from Yuin, Ngarigo, Jaitmathang and Bidawal Country gathering at Turemulerr (Twofold Bay) for spring whale migration and ceremonial places near Targangal (Mount Kosciuszko) for summer Bogong gatherings. Colonial surveyors and settlers were guided by Aboriginal people along the route and travelling stockmen went on to use the Bundian Way.

Understanding the story, significance and community values of heritage early in the planning process provides the greatest opportunity for conservation, management and activation that will address cumulative impacts on heritage.

## Heritage protection

First adopted in 1979, the *Burra Charter* establishes a process to understand place and the cultural significance of heritage features<sup>14</sup>. State and local strategies related to heritage protection and conservation should draw guidance from this process and policy.

The *Heritage Act 1977*, *National Parks and Wildlife Act 1974* and LEPs provide a statutory framework to protect identified heritage items, areas and archaeological sites. In 2021, the NSW Government and the Legislative Assembly's Social Issues Standing Committee commenced a review of the *Heritage Act 1977*. As this occurs, opportunities to provide greater levels of protection, management and celebration of Aboriginal cultural heritage in the region should be considered in the context and timing of the draft *Aboriginal Cultural Heritage Act*.

## Local character

The entire town of Braidwood and its setting is of state heritage significance and was the first town to be listed in the NSW State Heritage Register. Heritage items and conservation areas such as Braidwood, provide local 'branding' for businesses and communities, and establish opportunities for a vibrant social life and storey telling.

Many town and village communities take pride in their heritage character and many are destinations for visitors due to their rural setting, high amenity and heritage building and places. Rural communities can maintain their rich heritage, while developing their accommodation and service capacities.

Activating strategic and local centres requires suitable built form controls and adaptive re-use opportunities for heritage items. Similarly, enhancing main streets through heritage conservation under the guide of the *Burra Charter* creates authenticity, attracts new businesses and residents, and offers tourism potential, all of which contribute to greater resilience within smaller communities.

### Supporting initiatives:

- Provide greater opportunity for interpretation and activation of state and local heritage items to improve community awareness, knowledge and appreciation of the region's history.
- Consider appropriate information management; protection approaches and cultural heritage interpretation projects as part of the ACT/NSW Government Memorandum of Understanding.



### Strategy 4.1



Strategic planning and local plans are to provide opportunities to protect, acknowledge, celebrate and enhance Aboriginal and non-Aboriginal cultural heritage values by:

- engaging local Aboriginal knowledge holders and the community early in the planning process to understand heritage values
- undertaking heritage studies early to inform conservation and value add opportunities
- adaptively re-using heritage items and interpretation to create distinctive local places
- managing and monitoring the cumulative impact of development on the heritage values and character of places
- responding to the draft *Aboriginal Cultural Heritage Act* and the review of the *Heritage Act 1977*

### Collaborative Action 4.1



Work with councils and NSW Heritage to undertake and implement heritage studies, including Aboriginal cultural heritage studies to inform local land use strategies

THEME

2

## Enhancing sustainable and resilient environments

### Potential Indicators:

- Reduced number of critically endangered, endangered, and threatened animal species, plant species and ecological communities.
- Increased tree canopy coverage.
- Approval and construction of new renewable energy developments across the region.
- Demonstrated community and council engagement and knowledge of circular economy practices.

### Objective 5

Protect important environmental assets

### Objective 6

Enhance biodiversity, habitats and the connections between them

### Objective 7

Build resilient places and communities

### Objective 8

Plan for a net zero region by 2050

### Objective 9

Support the development of a circular economy

### Objective 10

Secure water resources

### Objective 11

Manage the role and operation of extractive industries

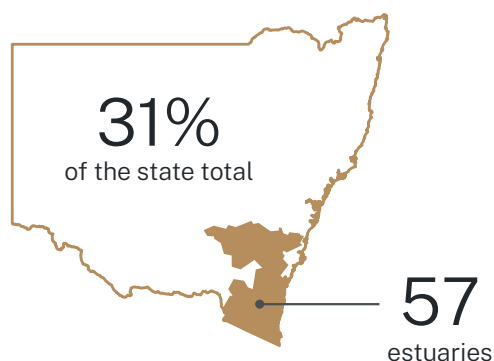
Sunset, Yass River  
Credit: Destination NSW

## OBJECTIVE 5:

# Protect important environmental assets

The South East and Tablelands Region includes a variety of landscapes from the Snowy Mountains, the only wilderness coastline in NSW, rural landscapes and national parks. Home to 150 threatened plant species, 144 threatened animal species, 40 endangered ecological communities, and 14 critically endangered ecological communities, the region's planning needs to closely manage and protect the variety and layers of an interconnected ecological system.

## Coastal Estuaries



Due to historical land clearing and ongoing land management activities, there is a relatively low proportion of native vegetation in parts of the Tablelands and Capital subregions. Active investment by Saving Our Species, Local Land Services, Landcare and local landholders is addressing this issue, but it will take many decades and considerable funding to increase the extent and condition of environmental assets.

The retention and careful management of native vegetation, in particular, those along roads and other movement corridors can act as a critical and cost effective action in protecting habitat for threatened, endangered and critically endangered species.

## High environmental value lands

High environmental value (HEV) lands and the region's network of biodiversity corridors (Figure 10), provide diversity and habitat for flora and fauna, including significant koala populations in the Tablelands, and Alpine and Far South Coast subregions.

Groundwater dependent ecosystems (GDE) and aquatic habitats associated with rivers, streams, lakes, estuaries and coastal waters while not included in this mapping, have high environmental value. The mapping for GDE High Ecological Value Aquatic Ecosystems (HEVAE) can be found on the SEED Portal.

Avoiding the impacts on important terrestrial and aquatic habitats and on water quality is a necessary part of planning for the intensification of land uses through urban development and other activities.

## Criteria for mapping HEV lands

Mapping and validating areas of potential HEV will inform strategic planning and local plans. Lands mapped with potential high environmental value are identified in the Environmental Values map (Figure 10) and include, but are not limited to:

- existing conservation areas such as national parks and reserves, declared wilderness areas, marine estates, Crown reserves dedicated for environmental protection and conservation, and flora reserves.
- threatened ecological communities and key habitats, and important vegetation areas.
- important wetlands, coastal lakes and estuaries.
- sites of geological significance

Up to date mapping and validation rules for identification of high environmental value lands can be found at <http://www.seed.nsw.gov.au>, or by contacting the Department's Biodiversity Conservation Division.

**56%**  
of the total regions  
land mass is high  
environmental  
value

**3m**  
hectares are high  
environmental  
value (national  
park and forest)

**10,600km<sup>2</sup>**  
of National Park

**3,600km<sup>2</sup>**  
wilderness area

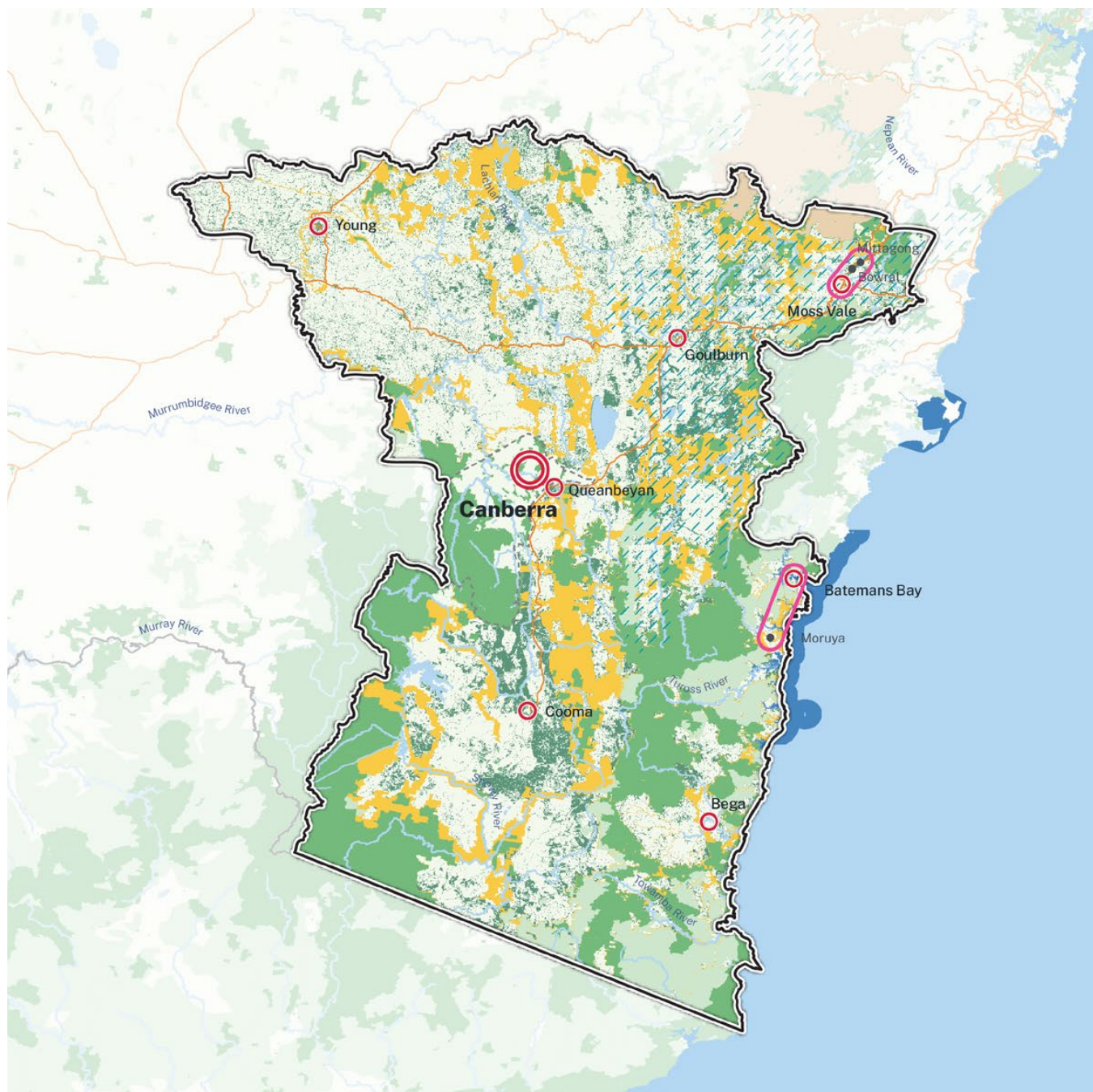
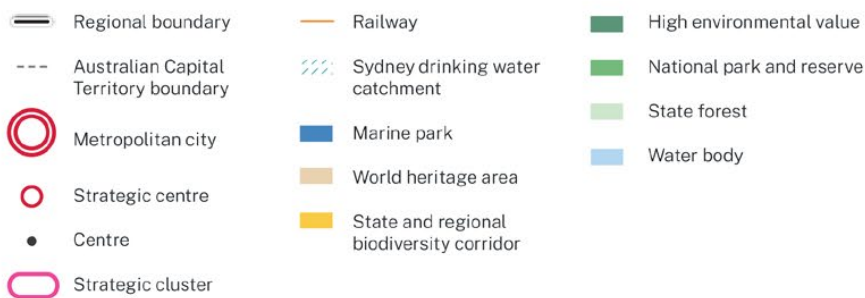


Figure 10: Environmental values



## Protecting the health of the Region's waterways and coast

The region includes important ecosystems such as coastal dunes, lakes and lagoons, coastal wetlands, littoral rainforests, sensitive estuaries and the protected waters of the south coast. Aboriginal culture is intertwined with the region's water based ecosystems. The planning and management of coastal settlements and waterways requires an integrated and strategic consideration of the environmental, social, cultural and economic values of these important ecosystems and associated risks.

The NSW Government's Coastal Management Framework provides councils with technical and financial assistance to manage the coastal zone including the open coast and estuaries. The framework includes guidance for managing coastal hazards, protecting natural coastal environments and planning the built environment across four key coastal management areas identified in the *Coastal Management Act, 2016* and the *State Environment Planning Policy (Resilience and Hazards) 2021*. These include Coastal wetlands and littoral rainforest areas, Coastal vulnerability areas, Coastal environment area and the Coastal use area.

The NSW coastal management framework acknowledges that coastal hazards are expected to be exacerbated by climate change whilst recognising the contemporary risks and challenges for the region's coastline and coastal settlements that natural hazards present, in the context of an increasing population, housing and infrastructure demand.

The NSW Government's *Risk-Based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions*, is used for managing the cumulative impacts of development and identifying more naturalised design solutions that not only protect water quality and stream flows, and integrate the co-benefits of flood attenuation and riparian corridor management. It includes principles of ecologically sustainable management.

Local policies and their implementation should be based on the framework so that planning for new development protects, maintains and restores community environmental values and use of the region's waterways and coastal assets.

## Sensitive estuaries

Sensitive estuaries have been mapped as part of the region's high environmental value lands. These estuaries and their catchments are particularly susceptible to the effect of land use development and are not suitable for intense uses such as housing subdivision.

- **Eurobodalla Local Government Area:** Bengello Creek, Bullengella Lake, Coila Lake, Congo Creek, Corunna Lake, Cullendulla Creek, Durras Creek, Kellys Lake, Kianga Lake, Brou Lake, Lake Brunderee, Mummuga Lake, Lake Tarourga, Little Lake, Maloneys Creek, Meringo Creek, Nangudga Lake, Saltwater Creek and Tilba Lake.
- **Bega Valley Local Government Area:** Back Lagoon, Baragoot Lake, Bournda Lagoon, Boydtown Creek, Bunga Lagoon, Curalo Lagoon, Cuttagee Lake, Fisheries Creek, Merrica River, Middle Lagoon, Nadgee Lake, Nadgee River, Nullica River, Saltwater Creek, Shadrachs Creek, Table Creek, Wallaga Lake, Wallagoot Lake and Woodburn Creek.

## Assessment and management of HEV

The 'avoid, minimise and offset' hierarchy as a requirement of the *Biodiversity Conservation Act 2016* and its supporting Regulations, applies to areas identified for new or more intensive development. The hierarchy requires that development avoid areas of validated high environmental value and considers appropriate offsets or other mitigation measures for unavoidable impacts.

Where it is not possible to avoid impacts, consideration must be given to how impacts can be managed or offset through planning controls or other environmental management mechanisms, such as biodiversity certification. Biodiversity certification should be sought for developments that have the potential to impact biodiversity values, especially new land releases or greenfield developments.

Certain development types, such as housing subdivision, are not considered to be suitable in sensitive estuaries or their catchments as they are particularly susceptible to the effect of land use development.

Many landholders manage their properties in ways that protect the natural environment and environmentally sensitive lands on private properties. Travelling Stock Reserves, while serving a function in times of drought, provide a network of corridors connecting otherwise isolated remnants of habitat, allowing native flora and fauna to survive the effects of a changing climate. The reserves also provide opportunities to protect the significance of Country

for Aboriginal people, can inform better knowledge sharing and recognition of their role as a network. The reserves need to be managed as they are often on fertile soil and can support significant biodiversity values including threatened species, and Aboriginal culture.

While large areas of vegetation, particularly in the south east, are protected in national parks and reserves, much of the region was, and still is severely impacted by the 2019-20 bushfires. As these climate related events occur, government, the community, business and industry need to work together to build resilience and develop adaptation and mitigation measures.

#### Supporting initiatives:

- Identify and investigate the mapping for coastal vulnerability areas under *State Environment Planning Policy (Resilience and Hazards) 2021*.



#### Strategy 5.1



Strategic planning and local plans should:

- validate mapped HEV lands
- protect the validated HEV lands in LEPs
- minimise potential impacts arising from development on HEV lands, including GDEs and implement the 'avoid, minimise and offset' hierarchy
- protect travelling stock reserves, particularly those which contain HEV lands
- manage coastal zones, including the open coast and estuaries through the preparation and implementation of certified Coastal Management Programs
- incorporate the NSW Government's Risk-Based Framework for Considering Waterway Health Outcomes in Strategic Land-Use Planning Decisions, with sensitive coastal lakes and estuaries prioritised

#### Collaborative Action 5.1



Work with councils and local Aboriginal knowledge holders to undertake strategic landscape-scale assessment of biodiversity and areas of HEV, including biodiversity certification assessment and roadside vegetation management plans.



**OBJECTIVE 6:**

## Enhance biodiversity, habitats and the connections between them



Josephs Gate, Goulburn

Regional biodiversity corridors are native vegetation links within a region, between regions or between significant biodiversity features. They expand and link different habitats and are critical to long-term ecological connections, particularly in the context of long-term climate change.

Regional biodiversity corridors form part of the Great Eastern Ranges Initiative, to which the NSW Government is a partner. The initiative identifies biodiversity corridors across the continent, from the Grampians in Western Victoria to the wet tropics of Far North Queensland<sup>15</sup> and uses in regional biodiversity corridors should maintain, and where possible, enhance ecological connectivity.

**Green infrastructure**, as identified under the *Greener Places Framework*, provides a structure to strategic planning for biodiversity corridors, habitats and the connections between them, and how they support good quality of life outcomes for communities and the urban environment. Planning for green infrastructure includes the consideration of elements such as tree canopy, which influences the climate by transpiring water, changing wind speeds, shading surfaces, and modifying the heat absorbed by urban surfaces.

## Managing biodiversity

Added pressures to the natural environment due to population growth, agricultural activity and climate change can have a physical impact on biodiversity. After the 2019-20 bushfire season, ecological experts believe that some endangered species may have been driven to extinction. Similarly, climate change is leading to the irreversible loss of key alpine ecological communities in the region<sup>16</sup>. It is imperative to build resilience into the region's existing biodiversity areas, as areas of higher biodiversity are more able to adapt and respond to changes and disturbances.

Considerations of climate refugia – the areas where species can retreat to and persist in when environmental conditions change – can enhance the protection of biodiversity through urban development and strategic planning.

Biodiversity strategies can inform planning decisions and other strategic planning instruments including housing and settlement strategies, master plans and rural land use strategies. They can also be used to determine whether land is suitable for strategic or standard biodiversity conservation processes. Alpine Regions are important biodiversity hotspots and are highly susceptible to a changing climate. When councils are preparing biodiversity strategies, they should consider the 2019 study *Climate change impacts in the NSW and ACT Alpine Region*, in consultation with the NSW Government.

## Protecting koala habitat

Koala populations have been impacted by drought and the 2019-20 bushfires, which are estimated to have burned 571,568 ha (Figure 11), equating to approximately 26% of the modelled high or very high suitability koala habitat in the region<sup>16</sup>. Despite this, breeding populations remain, even in significantly affected areas. Areas known to be important to the species need to be carefully managed so that local populations can recover.

The NSW *Koala Strategy* supports a range of conservation actions to provide more habitat, support local community action, improve koala safety and health, and build our knowledge to help conservation. As part of the strategy, the NSW Government is providing \$193.3 million to help double the number of koalas in NSW by 2050 by securing and restoring habitat. Other known threats to koala populations will be mitigated by targeted conservation efforts.

The Guula Ngurra National Park, located in the Wingecarribee LGA, was also established in August 2020 and was created as part of the *NSW Koala Strategy*. The park is home to many threatened species and rare vegetation, and is an important habitat corridor for the endangered glossy-black cockatoo.

The NSW Government will explore grant funding to improve koala habitat and complete relevant strategic plans of management, in accordance with the requirements under *State Environmental Planning Policy (Biodiversity and Conservation) 2021*.



Superb Parrot (*Polytelis swainsonii*)  
Credit: Helen Fallow



## Green and blue infrastructure

The ecosystem provided by green open spaces and waterways (rivers, estuaries, riverfronts and coastline) play a role in:

- keeping the region cool and encouraging healthy lifestyles (i.e. walking, cycling and improve air quality)
- boosting tourism and recreational opportunities
- enhancing bushland and ecological resilience
- supporting the continuity of Aboriginal cultural practices
- maintaining water quality and sequestering atmospheric carbon

These spaces, along with streets and other public spaces also serve an important purpose in establishing, maintaining and enhancing tree canopy, which support communities manage the impact of extreme heat as populations and urban centres increase in density.

A green and blue grid at a regional level, supports in providing a spatial understanding of the layers of the network of open spaces and waterways in the region and how to improve and better connect them to enhance the services provided. The development of green and blue grids consider the differing local climates, bushfire, flooding and other ecological hazards, as well as local infrastructure planning. This can provide benefits for communities where the NSW Government and councils identify long-term and large scale priorities for 'green infrastructure'.

The *NSW Public Spaces Charter* supports the Premier's Priority to increase the proportion of homes in urban areas within a 10-minute walk of public space by 10% by 2023. Applying the NSW Government Architect's *Greener Places Framework* and the *Urban Green Cover in NSW Technical Guidelines* will work to support improved open space and tree canopy outcomes for communities. These improvements will be especially important in growing areas like South Jerrabomberra, Googong, Parkwood and Moss Vale.

The *Designing with Country*<sup>17</sup> discussion paper identified the concept of an 'Ochre Grid', which when led by representatives of the Aboriginal community, could draw

together a rich understanding, learning and respect for Country. Through research and conversations with Aboriginal knowledge holders to date, we know that Aboriginal values of landscape integrate multiple scales, from large-scale meaning and symbolism, to detailed land management of specific important sites.

The development of green and blue grids should feature leadership from the Aboriginal community and recognised knowledge holders.

### Supporting initiatives:

- Prepare and or update local biodiversity strategies in the context of the regional plan
- Prepare a comprehensive koala plan of management for each LGA, where large koala habitat areas are identified.



### Strategy 6.1

Strategic planning and local plans should:

- protect and enhance the function and resilience of biodiversity corridors, including in LEPs
- confirm and validate the location and boundaries of regional biodiversity corridors
- address the needs of climate refugia for threatened and dominant species
- focus offsets from approved developments to regional biodiversity corridors, where possible
- identify long term urban tree canopy targets
- provide mechanisms to strengthen green infrastructure in urban areas, including streets, open spaces and development



### Department-led Action 6.1 (Priority)

Establish a green and blue grid for the region.



Figure 12: The benefits of green infrastructure



**OBJECTIVE 7:**

## Build resilient places and communities



To build resilient places and communities, risk exposure (shocks and stresses) needs to be understood. Natural hazards, infrastructure and technological failures need to be assessed from a people-centred, cultural, economic, built form and environmental perspective.

With a changing climate, communities need the skills and knowledge to effectively respond to change, ensuring they are better placed to prepare for, prevent, respond to and recover from the risks they may experience. The NSW Government provides councils with the technical and financial assistance necessary to assess and manage associated risks from flood and coastal hazards.

### Resilience and preparedness

Natural hazards such as heatwaves, bushfires, flooding, storms or infrastructure failure, are regarded as episodic shocks. These are sudden, short-term events that threaten places and communities. Chronic stresses are slower moving challenges that diminish a place, community or local environment over time, or on a cyclical basis. These include air and noise pollution, land contamination, food or water shortages, economic downturn, or technological transition, lack of

affordable housing, sea level rise and pandemics. Climate change will contribute to many of these shocks and stressors.

Building resilience into planning enables the community, visitors and businesses to better understand and prepare for a range of shocks and stresses.

Hazards can disrupt road and rail networks and interrupt access to essential services including water, sewerage, power, telecommunications and digital connectivity—as was seen on the south coast in the 2019-20 bushfires, which also led to the loss of life and property. Individuals and communities can become isolated for extended periods. Visiting tourists may also not be aware of the dangers and emergency procedures.

The department has developed a resilience benchmarking matrix that identifies key steps for councils as they work to build resilience. It promotes moving from 'baseline' to 'best practice' resilience maturity within the land use planning system. The development of strategic plans, local plans and community programs are to leverage the matrix, through engagement with community and Aboriginal knowledge holders to better understand local risks, vulnerabilities and capabilities.

Part 2: Achieving the vision

## Resilience to natural hazards

Community exposure to natural hazards is increasing with many areas already exposed to bushfire, flood and coastal hazards, with ongoing pressure for development to intensify in these areas. Community resilience is also challenged by the impacts of climate change which increases the intensity and frequency of natural hazards. These events pose a threat to property, environments, industries, infrastructure, health and safety.

The 2019-20 Bushfires highlighted critical inefficiencies in regional NSW which challenged community resilience. The NSW Bushfire Inquiry (2020) reinforced the need to shift to a strategic approach to planning for bushfire. This includes by developing a new NSW Bushfire policy, to accommodate changing climate conditions, build greater resilience for current and future communities and to decrease the costs of recovery. The Inquiry also highlighted the importance of embedding Aboriginal land management practices in planning and preparing for bushfires, in partnership between the NSW Government and Aboriginal communities<sup>18</sup>.

Flood and coastal hazards are manageable disasters as the size and frequency of these events can be estimated and the consequences of these events managed through established risk assessment.

Land-use planning can help to manage exposure to natural hazards as it governs how land can be used, where built assets can be located, and how they are designed. Land use planning processes that require the rezoning of land is much more efficient when flood and coastal management planning information is considered prior to development, providing greater certainty for agencies, developers and communities.

Programs such as the *Floodplain Risk Management Program*, *Coastal Management Program*, *Planning for Bushfire Protection* and associated frameworks provide financial and technical support to councils to work with state agencies to identify current and future risks (including climate change and sea level rise projections) and develop plans with the community to reduce exposure and vulnerability.

There are opportunities for the NSW Government to better coordinate input and strategic guidance from all levels of government, in risk reduction and enhancing emergency preparedness across the policies and frameworks that exist.

Adapt NSW have prepared a snapshot of the impacts of climate change and potential adaptation pathways to support communities in the region<sup>3</sup> - [Enabling adaptation in the South East](#)

Caseys Beach seawall  
Credit: Daniel Wiecek



## Mitigate and adapt to climate change

The range and scale of disasters and changes to the climate requires new partnerships between government and community, with clear roles and responsibilities for prevention and preparedness.

The Canberra Region Joint Organisation is creating the Blueprint for a Resilient South East NSW, which will build on an analysis of past, current and future risk and vulnerability assessments. It will help councils and communities across South East NSW prevent, prepare, respond and recover from future disasters and challenges. The Blueprint is being developed in consultation with communities, emergency management services, business, infrastructure and social service providers, environment and cultural groups, and the ACT government.

The Blueprint, once complete, will have a dedicated training program that will build the resilience capabilities of decision-makers, council staff and communities. The establishment of the Blueprint will enable state agencies and councils to report progress on resilience and wellbeing measures in the region. It will also prioritise projects to prevent and prepare for future risks from natural hazards and climate change.

Councils can use the Resilience Blueprint to develop resilience strategies or climate action plans that embed goals and actions in their Community Strategic Plans and integrated planning and reporting.

### Supporting initiatives:

- Work in partnership with Aboriginal communities to increase the respective, collaborative and effective use of Aboriginal land management practices in strategic planning.
- Progress and implement the Blueprint for a Resilient South East NSW to identify and address regional risks and resilience priorities.
- Develop tools for councils preparing updated climate risk assessments, emissions reduction targets and implementation measures including strategic assessments of coastal, flood prone and bushfire prone land in response to climate change.



### Strategy 7.1



Resilience and adaptation plans should consider opportunities to:

- identify incentives to encourage sustainable and resilient building design and materials including the use of renewable energy
- promote economic diversity and prosperity, improving liveability and strengthening the health, wellbeing and social cohesion of a place.
- integrate emergency management and recovery needs into new and existing urban areas including evacuation planning, safe access and egress for emergency services personnel, buffer areas, whole-of-life cycle maintenance and operation costs for critical infrastructure for emergency management.
- recognise the benefits of social connectivity and social cohesion to community resilience.

### Strategy 7.2



Strategic planning and local plans should:

- support councils to review the best available flood information, identify gaps and establish prioritised forward programs to prepare or update floodplain risk management plans to manage existing and future risks, including in areas identified for growth prior to new planning proposals being developed that include flood prone land .
- locate new development, including new urban release areas and urban densification, away from hazard prone areas such as high bushfire, flood, landslide, coastal erosion/ inundation risk locations; contaminated land; and designated waterways to reduce the community's exposure to natural hazards, taking into account the impacts of climate change on the scale, frequency and severity of future natural disasters and the risks posed by natural hazards.
- ensure new development in hazard prone areas takes into account the impacts of climate change and sea level rise projections on the scale, frequency and severity of natural disasters, to mitigate risk and improve resilience.
- incorporate the best available hazard information consistent with adopted Floodplain Risk Management Plans, certified Coastal Management Programs and Planning for Bushfire Protection 2019.

## OBJECTIVE 8:

# Plan for a net zero region by 2050



Gullen Range wind turbines, Bannister

The NSW Government is committed to achieving a 50% emissions reduction by 2030 and net zero emissions by 2050<sup>19</sup>. *Net Zero Plan Stage 1: 2020-2030* sets out how it will meet the first stage of this objective over the next decade.



**135.3m tonne**  
NSW CO<sub>2</sub>e



**2.5m tonne**  
South East & Tablelands CO<sub>2</sub>e

## Working towards net zero emissions

Electricity generation and the agriculture and transport sectors contribute the bulk of emissions in the region. While the region does not have its own renewable energy zone, the existing renewable energy network, coupled with increased renewable energy into the NSW electricity grid will benefit the region and reduce emissions. Renewable energy initiatives are therefore supported with a particular focus on reducing emissions from agriculture and transport.

The region is already a well-established hub for renewable energy with its many wind and solar farms. Solar photovoltaic uptake is also relatively high in the region with installation on 33% of dwellings, higher than the state and national average<sup>20</sup>. Increasing uptake together with battery storage will reduce emissions and improve resilience.

Some councils have a power purchase agreement in place to secure renewable energy for their operations. Remaining councils could secure renewable energy or green power as part of their electricity contracts to reduce emissions and support local renewable energy projects.

Establishing an emissions reduction roadmap to guide the community, businesses, industry and councils towards net zero emissions will help to build community capacity and collaborative initiatives to drive energy efficiency, reduce emissions, encourage the use of renewable energy and position the region as a leader in innovation and sustainability.

## Utilise waterways to reduce emissions

Blue carbon sequestration is the removal of carbon dioxide from the atmosphere by vegetation in waterways and oceans, primarily via mangroves, salt marshes, seaweed and seagrasses. When these ecosystems are protected or restored, they sequester and store carbon.

While they can help to combat climate change, ecosystems such as mangroves, tidal marshes and seagrasses are also critical in supporting coastal water quality, healthy fisheries and protection against floods and storms<sup>21</sup>.

As research develops in this area, the NSW government, councils and other relevant stakeholders could explore opportunities for carbon sequestration using estuarine ecosystems, such as for estuary riverbank restoration or coastal management programs. However, sea level rise is likely to have significant impacts on the future sequestration potential of these ecosystems.

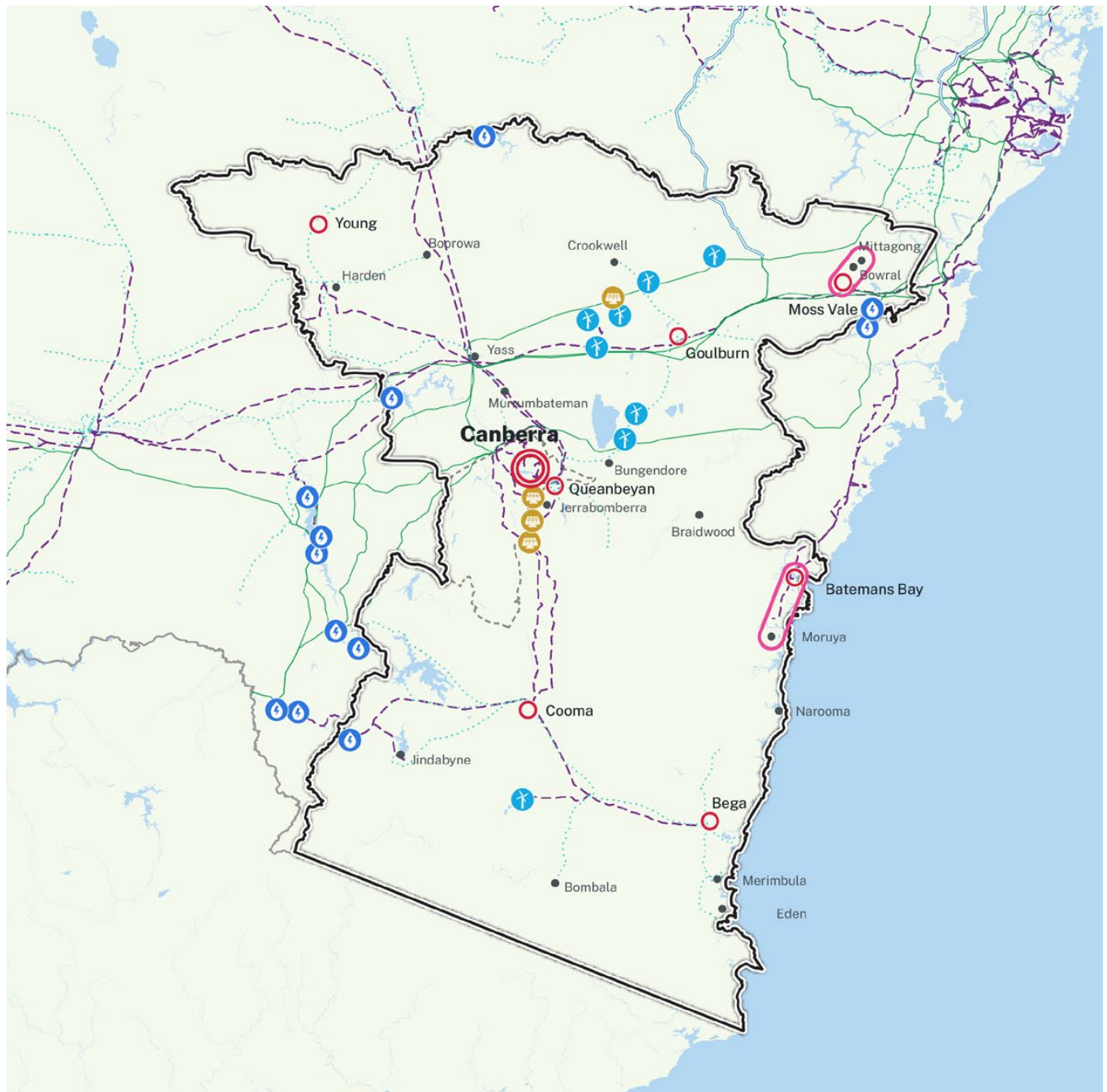


Figure 13: Energy

- Regional boundary
- Australian Capital Territory boundary
- Metropolitan city
- Strategic centre
- Centre
- Strategic cluster

- ⚡ Hydro Power Generation (>10MW)
- ☀️ Solar Power Generation (>10MW)
- 🌪️ Wind Power Generation (>10MW)
- Water body

KEY TRANSMISSION LINE (KILOVOLTS):

- 500kV
- 330kV
- 132kV
- 66kV



Strategic planning will need to consider the future potential distribution of these ecosystems and how inland migration can be enabled to maintain and enhance the full range of ecosystem services provided by these ecosystems including carbon sequestration, fisheries and coastal and riverbank protection.

## Drive energy efficient buildings and precincts

Reduced emissions and energy efficiency will come with better building design, low emission building materials, integrated renewable energy systems and a precinct-approach to sustainability. Championing these changes work towards supporting liveable communities and creating healthy environments, as evidenced through NSW Government strategies, such as the *NSW Clean Air Strategy 2021-2030*.

Buildings can be designed to be more energy efficient and reduce costs to owners. Integrating passive design into new developments will help to mitigate urban heat island effect, maximise energy efficiency and reduce overall emissions. This also includes considering how people move about and prioritise walking and cycling.

In 2003, the Green Building Council of Australia established an internationally recognised rating system to set the standard for healthy, resilient, positive buildings and places<sup>22</sup>. New developments at both a site and precinct scale should explore opportunities to apply these assessments and principles.

State agencies and councils should explore the existing or potential mechanisms in the land use planning framework to further incentivise precinct-scale green star ratings. These approaches should be translated to adapt existing centres to become more sustainable and energy efficient.

### Innovation in regional job precincts

The South Jerrabomberra regional job precinct will be a place of technology and innovation that considers:

- a green grid to protect, enhance and connect biodiversity and riparian values within the precinct.
- opportunities to promote circular economies.
- becoming a carbon positive precinct in line with the NSW Government emissions targets.

This precinct could showcase the effectiveness of low-carbon thinking, illustrating how innovation and sustainability can be championed in a regional context.

### Supporting initiatives:

- Identify areas for potential renewable energy sites, including consideration of grid capacity, supporting networks and community resilience.
- Provide opportunities for carbon sequestration using estuarine ecosystems.



### Strategy 8.1

Strategic planning and local plans should consider opportunities to:

- encourage initiatives that reduce emissions
- promote opportunities for clean energy generation in the region including bioenergy, solar, wind, hydro, geothermal and storage technologies
- promote opportunities for energy storage, including community scale batteries, deep battery storage, pumped hydro, electrolyzers and other innovative storage technologies
- encourage the co-location of renewable energy generation and storage infrastructure, in proximity to the current and proposed future electricity transmission network, but also to minimise any cumulative adverse effects on the natural environment.
- incentivise energy efficient building design for residential, commercial and industrial areas.



### Department-led Action 8.1 (Priority)

Develop a South East and Tablelands emissions reduction roadmap that identifies innovative initiatives that can be delivered through an ecosystem of collaboration.



### Collaborative Action 8.2 (Priority)

Work with the Canberra Region Joint Organisation to develop a sustainability framework for employment precincts, growth areas and centres to promote carbon neutral sustainable growth and development



**OBJECTIVE 9:**

## Support the development of a circular economy

The region's transition to a circular economy will bring opportunities for new industries, employment and waste reduction, while reducing emissions and improving resilience. The region can benefit economically, socially and environmentally from waste resources by reusing, repairing, sharing and recycling waste.

### Waste management influences

The *NSW Waste and Sustainable Materials Strategy 2041* and *Circular Economy Policy Statement Too Good to Waste* guide government decisions and resource use and management. The *NSW Waste and Sustainable Materials Strategy 2041* includes reforms and targets to reduce waste to land fill and maximise efficiencies. Targets include:

- an 80% average recovery rate from all waste streams by 2030
- significantly increasing the use of recycled content by government and industry
- halving the amount of organic waste sent to landfill by 2030
- tripling the plastics recycling rate by 2030

This strategy will inform broader regional approaches to waste and resource management.

State agencies, councils, and industry bodies should explore strategies to promote greater community awareness and acceptance of recycling and re-use, beyond current land fill practice, in the context of these targets. A targeted approach will identify how land use planning can support a circular economy by encouraging complementary businesses to co-locate, local waste collection and efficiencies in the road network.

Waste from natural disasters is a significant issue given the increased frequency of events. This is both a challenge for waste management but also an opportunity for better waste capture and processing.

Of the 66 natural disaster declarations in NSW between 2018-19-2020-21, 18 impacted the region and 11 impacted both Bega Valley and Eurobodalla Shire Councils<sup>20</sup>. Even though each LGA in the region was impacted to varying levels, the outcome increased pressure on waste management services with several council operated landfill sites reaching capacity or expected to do so soon.

### Establishing circular economy models across the region

#### Bega Circular Valley Initiative

The Bega Valley is an ideal location for a circular economy project, as its contained location enables the measurement of the impact on all natural and man-made resources. The project is a jointly funded \$100m initiative between private enterprise, the community and the NSW government. It includes small and large businesses, universities and international expertise. The initial focus will be on agriculture and aquaculture as these are the area's strengths. Key priority enabling projects include:

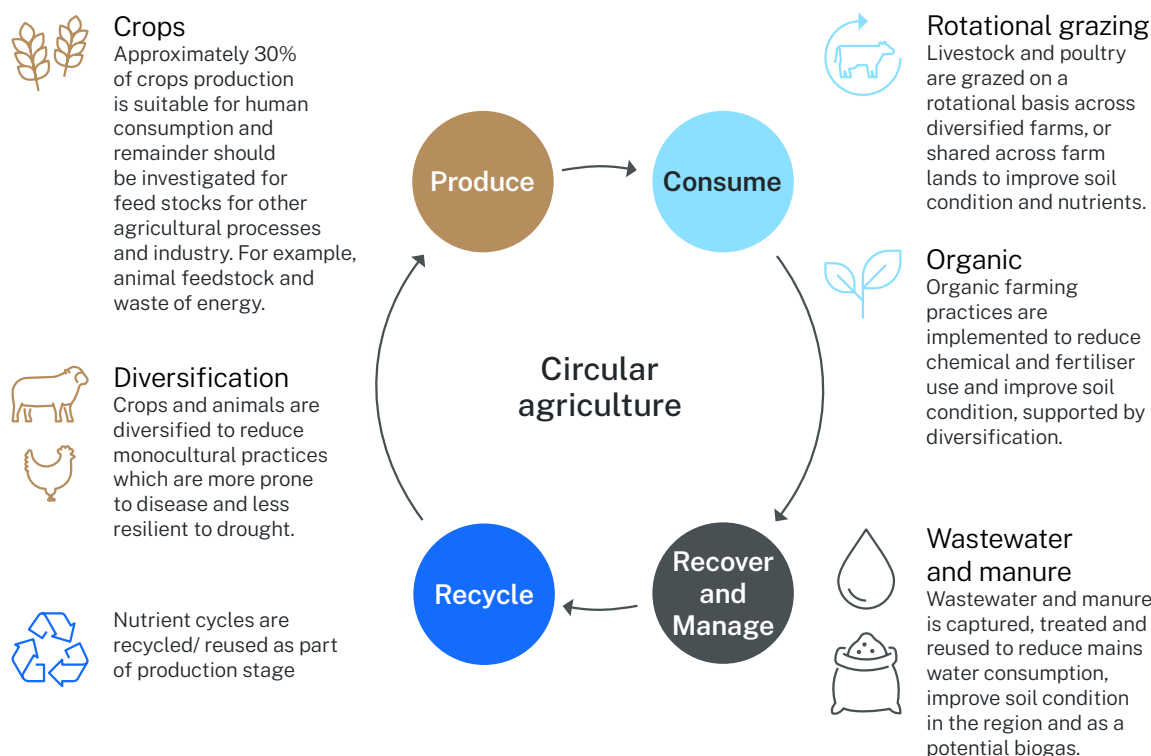
- establishing a Bega Valley circular co-operative
- Bega biodiversity and carbon trading desk
- on farm smart water storage network
- Bega smart food and logistics program
- regional circularity baseline assessment of material flows

Agriculture is a heavy greenhouse gas emitter. Improved agricultural practices can reduce emissions, as can the transition to regenerative agricultural practices, such as increased crop and animal diversity, composting crop residue and organic matter, and improving grazing practices.

To support an agricultural circular economy model for the region, the following key agricultural inputs could be considered as shown in Figure 14 with the aim of utilising and recovering resources at all stages.

This model could be extended, to encompass a systems approach that includes sectors such as renewable energy, water, waste and transport.

Figure 14: The circular economy in the agriculture sector<sup>20</sup>



#### Strategy 9.1

Strategic planning and local plans (including waste and materials strategies) should consider:

- the development of a circular economy and opportunities for industrial symbiosis
- disaster waste planning, including the identification of:
  - potential waste streams from each disaster type (bushfire, flood, landslide, urban fire, earthquake, severe storms)
  - temporary sites for collection and sorting of waste
  - increasing the sorting capabilities of council waste facilities to cater for disaster waste
  - investigating shared waste sorting facilities between councils to maximise efficiencies.
- opportunities to reduce the transporting waste off-site

Opportunities to raise community awareness of circular economy approaches, including the scope, benefits and cost implications

#### Supporting initiatives:

- Demonstrate innovative approaches at the site and precinct planning stages to improve waste management approaches and local waste collection systems.

#### Department-led Action 9.1 (Priority)

Develop a circular economy strategy for the region that identifies initiatives to address barriers and opportunities in priority growth sectors (employment industries), in transitioning to a circular economy, as guided by the principles set by the NSW Government Circular Economy Policy Statement.

**OBJECTIVE 10:**

## Secure water resources

The *State Infrastructure Strategy 2022-2042* identifies the need to improve water security and quality in regional NSW. The future growth and development of the region, coupled with the uncertainties of climate variability and climate change, mean that long-term planning for water supply must be an integrated into strategic planning for the region and for adjoining areas including Sydney, which sources a portion its potable water from the Tablelands subregion.

### Managing water quality and supply

Water quality is primarily managed by restricting access to water catchment areas, with parts of the region identified within the Sydney Drinking Water Catchment Area. Water quality and access to water particularly in periods of drought in rural areas can also be enhanced through the rehabilitation of degraded river environments and riparian corridors that provide increased in-channel storage of water and protection of water dependant ecosystems.

All surface and ground water is currently allocated, so any water required to support growth, needs to be sourced through various forms of redistribution. The *NSW Water Strategy* recognises this and the associated need to do more with less, in the context of a changing climate.

Regional water strategies set the framework for managing water over the next 20 to 40 years, assessing potential drought impacts using climate data and water modelling. Regional water strategies for the South Coast, Murray, Murrumbidgee and Lachlan regions are being developed and will apply to the South East and Tablelands Region, as well as the draft Greater Sydney Water Strategy.

These strategies support the delivery of healthy, reliable and resilient water resources for the region by establishing directions for managing water resources and services to ensure future water security, reliability and resilience for a changing climate and population. Further, they recognise that Aboriginal peoples have traditional ecological knowledge about the Australian climate and make a commitment to seek ways to build this knowledge into regional water strategies and future water and river management outcomes. These ambitions are proposed to be strengthened through a state-wide Aboriginal Water Strategy.

### Regional water strategies – Climate data and modelling

The NSW Government has invested in a hydrological modelling approach that develops a more sophisticated depiction of climatic conditions, including likely frequency and duration of future droughts. This approach was based on several river catchments across the state and serves as a foundation for regional water strategies.

This enhanced modelling approach advances water planning and management for NSW. It allows water planning to shift from a short climatic record to a more accurate understanding of extreme events, normal conditions and various other potential situations relating to water security.

### Improving water security and management

The region's town water supplies include a range of surface water and groundwater sources. In some areas, such as the Wingecarribee LGA, water supply is comparatively secure – although much of Wingecarribee's water resources flow north towards Sydney.

However, the current local water utility entitlements, particularly surrounding the ACT, are not sufficient to meet future demand from the potential population growth. Establishing close, inter-jurisdictional planning for infrastructure delivery and service provision will address the barriers for water security in areas such as Yass, Murrumbateman and Bungendore.

Other areas such as certain parts of the Tablelands subregion, need to secure a sustainable water source for urban use, particularly in the context of a changing climate.

Town water supplies on the Far South Coast are generally secure but could become less reliable under climate change scenarios. This will become a particularly important issue to resolve when considering new land release areas or additional density in existing centres. In addition, the viability and growth of regional industries in the Far South Coast is constrained by the uncertainty of future access to water supplies.

Many other industries such as agriculture and mining can increase competition for resources, particularly during periods of low flows. This can impact water quality and encourage saltwater intrusion, which can pose a risk to industry users, town water supplies, and the environment. In the coastal fringes of the Far South Coast, projected sea level rise and saltwater intrusion is expected to compromise water and wastewater treatment assets through corrosion and inundation. These risks must be carefully managed through assessment, management and regulation that is informed by best available science.

## Water planning for new developments

Portions of the region are located in the Sydney Drinking Water Catchment, requiring planning authorities to apply relevant legislation, including the *Water NSW Act 2014*, *Water NSW Regulation 2020* and *State environmental Planning Policy (Biodiversity and Conservation) 2021*, when determining development applications.

Water sensitive urban design is a planning and engineering approach that minimises the impacts of development on the natural water cycle by protecting natural systems and water quality, integrating stormwater into the landscape, and reducing run off, peak flows and demand for potable water.

Planning for new developments in the region should apply these policies and approach early in the design and planning process, to realise the integration of the water cycle into land use planning. This will improve infiltration, waterflows and protect and enhance riparian lands. Specific initiatives can also be carried forward through projects as part of implementing a green and blue grid – as discussed in objective 6.

Reticulated water supply should also be explored for any new land release or an increase in housing densities in existing areas. The provision of potable water must conform to the following water planning principles:

- a reliable supply to provide certainty for consumers (both residential and other)
- an affordable water supply in terms of both capital and recurring costs and
- a quality of supply that meets relevant health standards.

### Supporting initiatives:

- Finalisation of the regional water strategies
- Identify opportunities through innovative technologies and water sensitive urban design to improve water re-use and recycling at a precinct and site scale.



### Strategy 10.1

Strategic planning and local plans should consider opportunities to:

- locate, design, construct and manage new developments to minimise impacts on water catchments, including downstream impacts and groundwater sources
- incorporate and integrate water sensitive urban design and riparian corridors particularly where development is likely to impact water catchments, water quality and flows
- encourage the reuse of water in new development, for urban greening and irrigation purposes
- improve provision for stormwater management and water sensitive urban design and riparian corridor management principles for new development areas, including flood risk and coastal zone planning
- apply water planning principles for potable water
- ascertain infrastructure needs over the next 30 years to accommodate climate change projections and population growth, in the context of applicable water planning strategies



### Department-led Action 10.1 (Priority)

Explore the development and implementation of a sub-regional water strategy for the Capital subregion that addresses water security, infrastructure provision and allocation.



**OBJECTIVE 11:**

## Manage the role and operation of extractive industries

The South East and Tablelands Region contains valuable mineral resources including coal, precious and base metals and extractive materials. Moving towards a net zero region by 2050 requires strategic thinking about the transition of industries, management and remediation of altered environments and diversifying the knowledge and skill base from mining sectors.

### Existing extractive industries in the region

Coal resources in the region are concentrated in the Tablelands subregion (Wingecarribee LGA). There are 2 active underground fields (Wongawilli and Dendrobium) on the eastern border of the area, with production largely contained in the Wollongong LGA (in the Illawarra–Shoalhaven region).

The location of current exploration and mining production titles in NSW, explanations of mining and production titles and the roles of community and government in the decision-making process for mining and resource projects may be accessed at [commonground.nsw.gov.au](https://commonground.nsw.gov.au)

The region contains deposits of several important base metals (lead, zinc, silver, copper) in the Woodlawn and Captains Flat areas. Extractive resources, including construction material such as sand, hard rock and sources of clay and shale for brick making, are extracted throughout the region, including around Marulan, Googong, Bungendore, and Lake George. Limestone is extracted from places such as Marulan, and gold from Majors Creek.

The location of many of these resources, near rail lines and freeways, and their proximity to Australia's biggest construction materials market in Sydney, makes them particularly important to NSW.

### Managing mining operations and lifespan

Coal is likely to have a finite lifespan as an energy source as the world moves to cleaner forms of energy generation that will occur over the coming decades. The NSW Government will work to support communities supported by the coal industry, to diversify for the future and retain each community as vibrant places to live, with good employment opportunities.

Rather than returning land to its pre-mining state, there may be opportunities to utilise the features of some mines in a way that can leave an economic legacy for local communities.

Rehabilitated mines could become renewable energy and storage hubs for energy sources including wind, solar, pumped hydro and the associated battery storage. Other industries, such as hydrogen and ammonia, along with high value agriculture can then be leveraged. Similarly, there may be times and circumstances when land should be kept as native vegetation, or for agriculture to maintain the character and diversity of the local area.

The impact of urban expansion on resource areas needs to be appraised when councils evaluate planning proposals to rezone land, review LEPs, or sequence land releases. In places like the Wingecarribee LGA, where there is mining activity, this also means avoiding new settlements in subsidence areas.

#### Supporting initiatives:

- Work with mining operators and relevant councils to identify the operational lifespan, rehabilitation and closure obligations and opportunities for future land use activities.



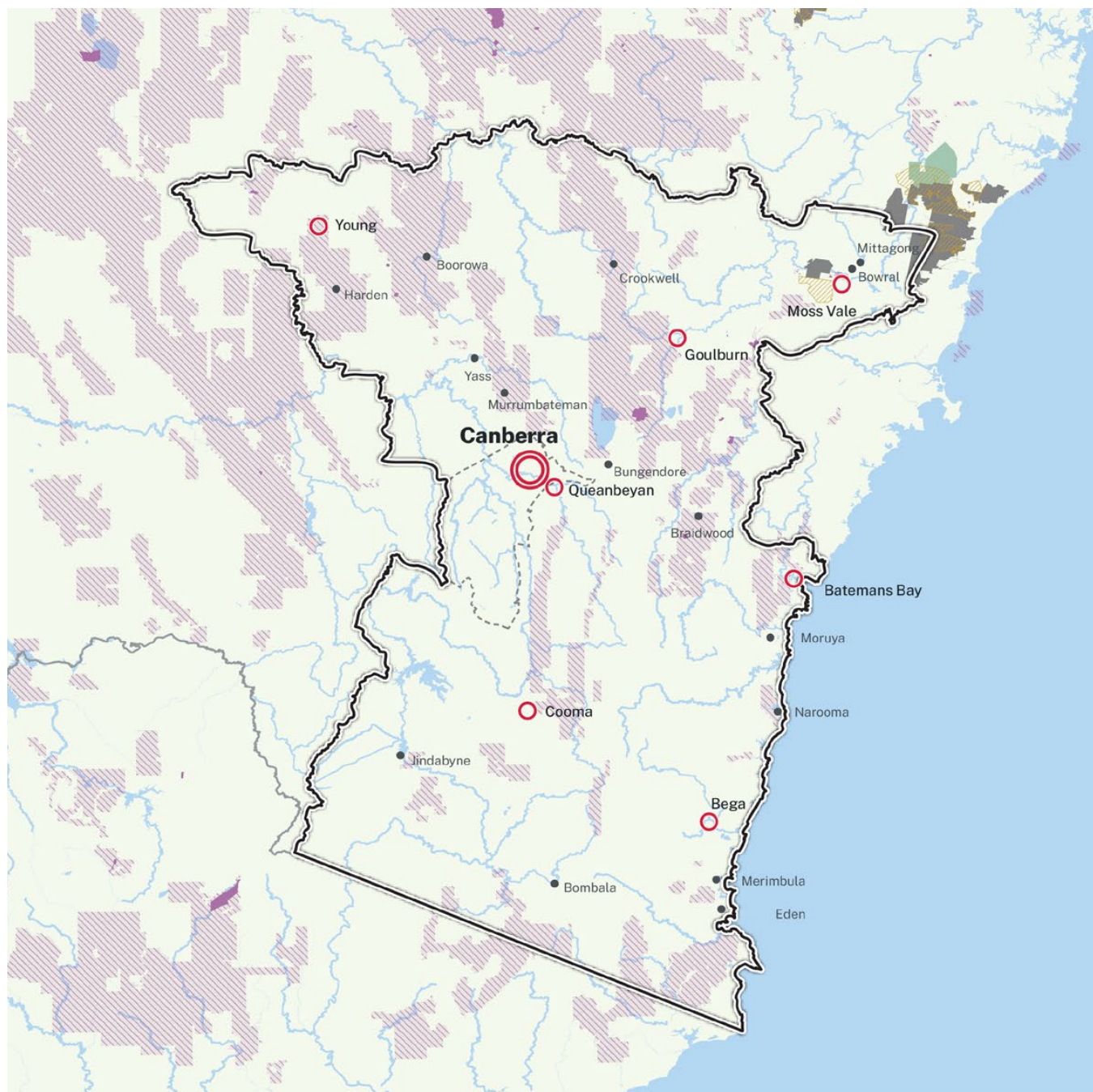


Figure 15: Resources

- |                                       |                            |
|---------------------------------------|----------------------------|
| Regional boundary                     | Petroleum extraction title |
| Australian Capital Territory boundary | Coal mining title          |
| Metropolitan city                     | Mineral mining title       |
| Strategic centre                      | Coal exploration title     |
| Centre                                | Mineral exploration title  |
|                                       | Water body                 |

Part 2: Achieving the vision

**Strategy 11.1**

Consider existing, approved and potential areas of mineral and energy resources in strategic planning and local plans.



**Strategy 11.2**

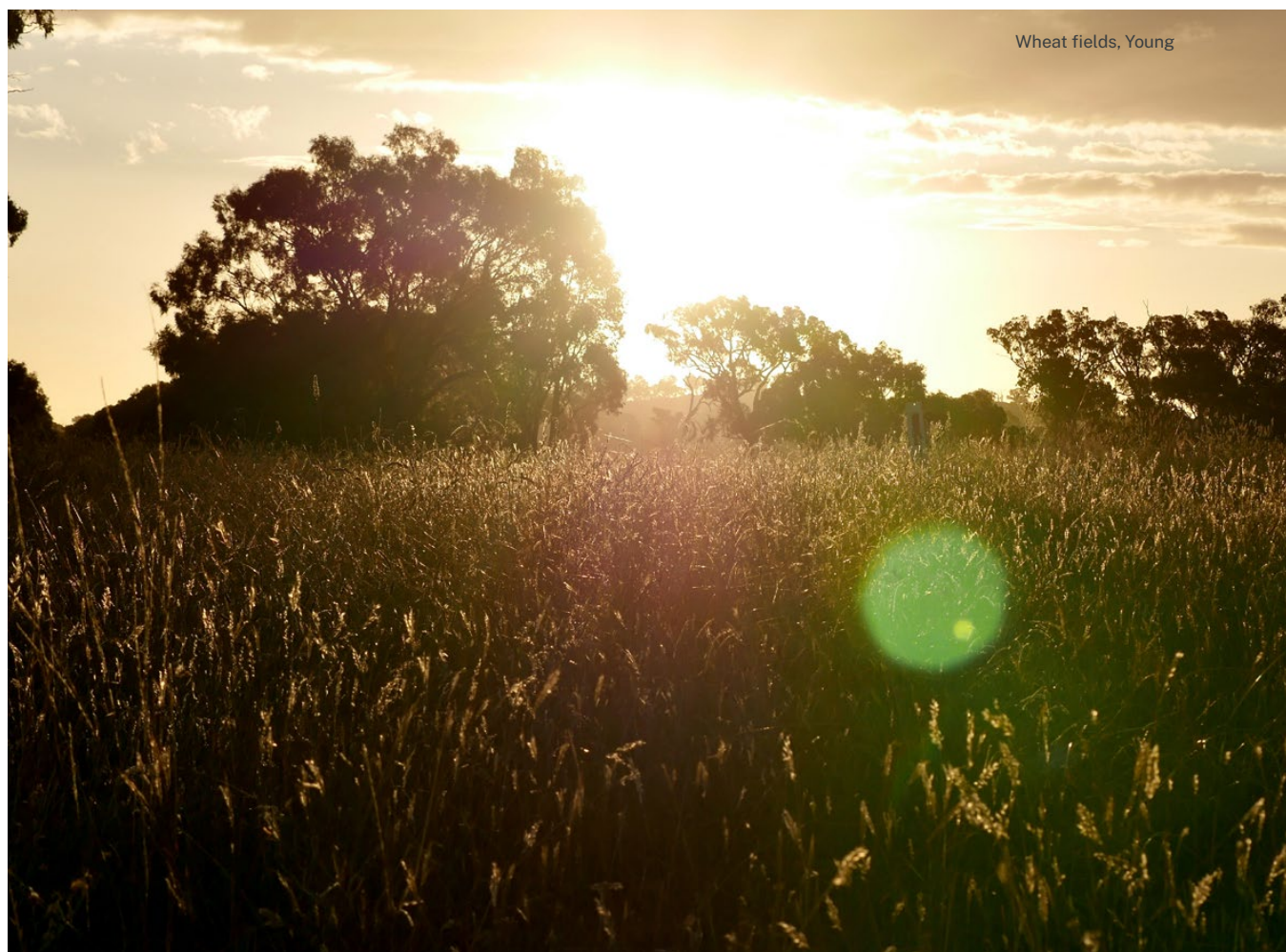
Consider alternative land uses at the design stage for a new or expanded mine, and when planning for rehabilitation and closure of existing mines. Also consider:

- adaptive rehabilitation over the life of the mine so that the final landform and rehabilitation responds to emerging opportunities and investments for continued employment.
- community involvement to ensure end-of-mine outcomes align with community values.



**Strategy 11.3**

Consult with the NSW Department of Industry (Division of Resources and Energy) when assessing applications for land use changes (strategic land use planning, rezoning and planning proposals) and new development or expansions.



Wheat fields, Young

THEME

3

## Leveraging diverse economic identities

### Potential indicator(s):

- Increased growth in the value (contribution) of the priority growth sectors to the regional economy.
- Increased jobs in strategic centres and clusters.

### Objective 12

Realise economic benefits from a connected regional economy

### Objective 13

Promote innovation and sustainability in agriculture and aquaculture industries

### Objective 14

Promote a year-round visitor economy

### Objective 15

Promote business and employment opportunities in strategic locations

### Objective 16

Support industries to integrate operations and digital solutions

Tathra Beach, Tathra  
Credit: Destination NSW

**OBJECTIVE 12:**

## Realise economic benefits from a connected regional economy



The South East and Tablelands region's diverse economy is underpinned by connections to Canberra and Sydney and varied agriculture and tourism opportunities. It is a hub for renewable energy generation, and its nature-based tourism, including skiing, surfing and bushwalking, attracts increasing numbers of domestic and international visitors.

The region's prosperity relies on an efficient transport network, a healthy rural and natural environment, and a collaborative relationship with the ACT.

### Priority growth sectors

- Tourism
- Agriculture and aquaculture
- Manufacturing, freight and logistics
- Health care, disability and aged care
- Public administration and defence
- Education and training
- Renewable energy

### Leveraging strategic assets

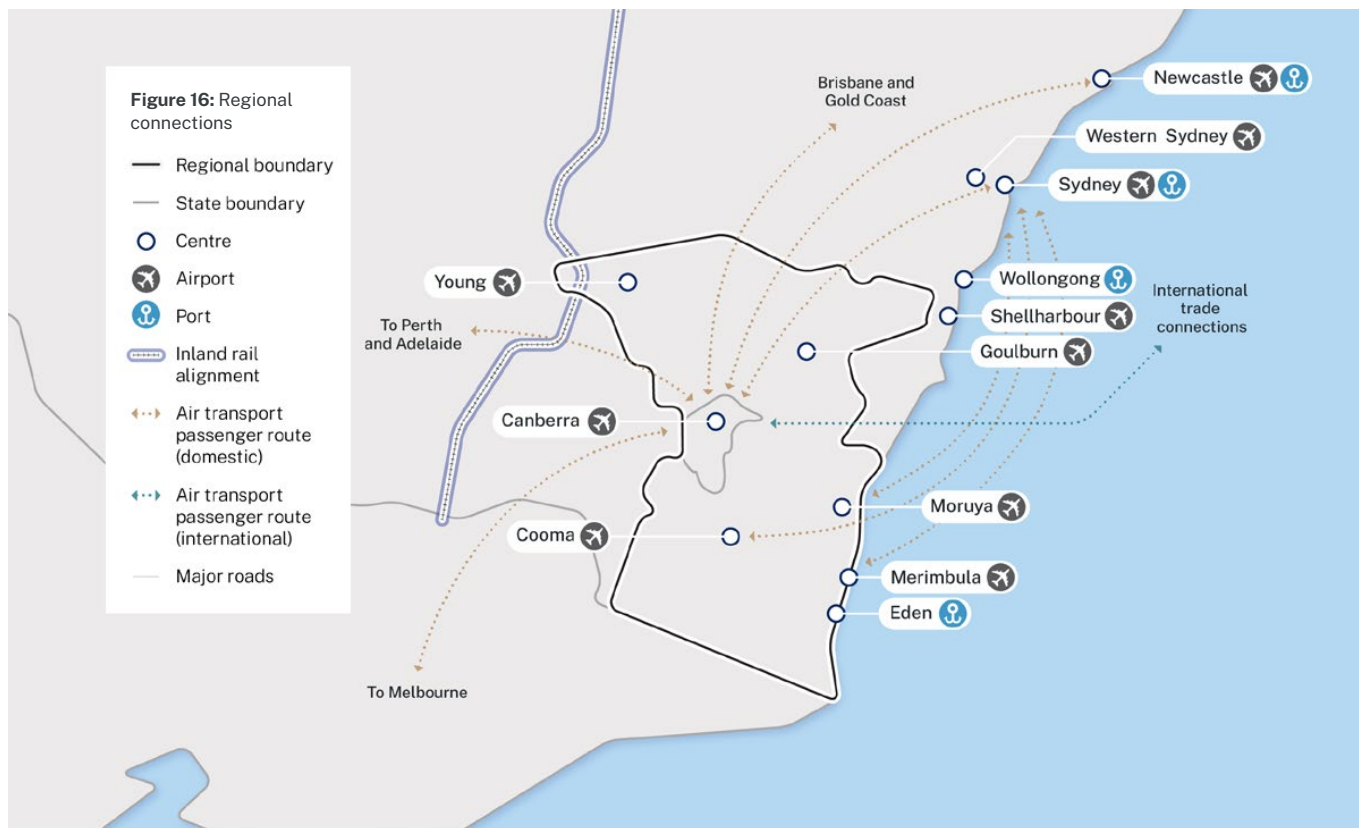
Canberra Airport can drive economic growth as there is no aircraft noise curfew and international services are unconstrained. The passenger terminal has capacity to offer more services, and the master planned freight precinct offers a realistic alternative to Sydney's Kingsford Smith Airport.

The airport's ongoing ability to operate and expand its services cannot be jeopardised by residential development.

Networking Canberra Airport's international operations into the region's other airports, including those in Moruya and Merimbula, will increase exposure to other markets. Linking air-based transit to other assets, including the inland rail line through the Tablelands subregion, and the Hume Highway, provide significant opportunities to strengthen inter-regional supply chains.

Access to other global gateways such as, the Port of Eden, which is forecast to cater to over 100,000 passenger movements per year, can provide greater exposure to national and international tourism and export markets<sup>24</sup>. Improved connections to the Ports of Port Kembla, Port Botany and the Port of Melbourne will provide a competitive advantage.

The new Western Sydney International Airport will create an important aviation, innovation and business hub, positioned near the Tablelands and the Capital subregions. The availability of jobs enables economic development, and employment lands at Goulburn or the Southern Highlands Innovation Park offer well located opportunities.



## Building the economic potential of renewable energy

The NSW Government's *Electricity Infrastructure Roadmap* provides a coordinated framework for a modern electricity system for NSW and a plan to transform to a cheap, clean and reliable energy sector. Major projects like the Hume Link and Energy Connect will increase the capacity of electrical infrastructure in the region to support increased renewable energy.

Renewable energy zones are modern-day power stations that combine renewable energy generation such as wind and solar, battery and high-voltage poles and wires. By connecting multiple generators and storage in the same area, renewable energy zones capitalise on economies of scale to provide cheap, reliable and clean electricity.

While the region is not identified as an initial renewable energy zone, its established network of renewable energy services creates the opportunities for a new renewable energy zone to be declared. This would target key infrastructure upgrades to fill the gaps in areas such as transmission infrastructure and battery storage, for use in the region. Individual community and council led projects are supported to expand local renewable energy networks.

### Supporting initiatives:

- Investigate the declaration of a renewable energy zone in the region.



### Strategy 12.1

Strategic planning and local plans are to:

- protect Canberra Airport's current and future operations by maintaining restrictions on the location of nearby residential development.
- plan for compatible and complementary economic development opportunities around the region's airports, including at Moruya and Merimbula
- identify projects and development incentives to promote the South East and Tablelands Region as a suitable place for businesses to relocate, particularly by identifying strategic freight, livestock and haulage transport route improvements in the Capital subregion.

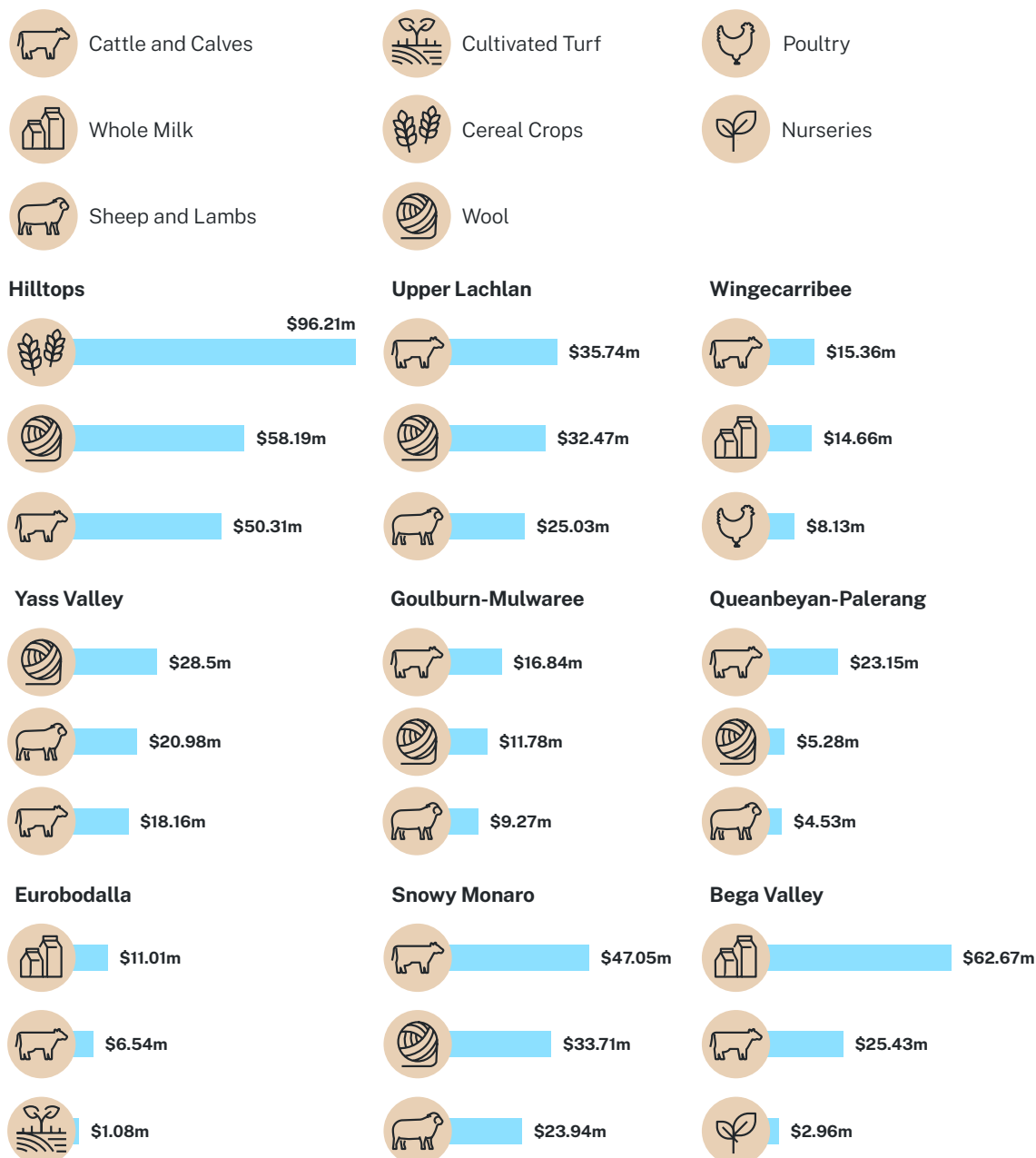


**OBJECTIVE 13:**

## Promote innovation and sustainability in agriculture and aquaculture industries

Agriculture is a collection of specific industries, including growers, breeders, processors and marketers. Most industries have a distinct supply chain and while agriculture is a broad term, it's the success of individual industries that cumulatively reflects the success of 'agriculture' in the region.

**Figure 17: Top Three Contributors to Agricultural Production in the South East and Tablelands, 2020<sup>23</sup>**



Part 2: Achieving the vision

## Agriculture in the Region

The region's agricultural land offers favourable growing conditions and great access to export markets. With the introduction of connected and automated vehicles (CAVs) and Higher Productivity Vehicles (HPVs), the industry can help to increase food security while reducing food mileage. Land use conflicts between agricultural production and urban uses will need to be carefully managed.

Biosecurity risks also pose a threat to the region's productive agricultural land. These risks often occur as a result of trade, the spread of feral and exotic species, tourism, climate variability and competing priorities for resources. These issues can be managed by applying the recommendations of biosecurity plans in land use planning decisions.

The NSW Department of Primary Industries is mapping State significant agricultural land. Once the mapping is finalised, councils will consider it, as well as existing agricultural profiles for the region that identify secondary industries, as well as challenges and opportunities in strategic planning and local plans.

The NSW Government is reviewing the recommendations of the *Improving the Prospects for Agriculture and Regional Australia in the NSW Planning System* report, prepared by the NSW Agricultural Commissioner. The review will guide how state agencies and councils can respond to the recommendations.

**Top 5 agricultural industries** are beef, lamb (mutton), crops, wool and milk. These contribute

**90%** of all agricultural value in the Region<sup>25</sup>



The microclimate suits **cherry production, contributing**

**41%** of the state production, mainly around Young<sup>25</sup>



The region supplies more than

**21%** **milk production**<sup>25</sup>



The region is a **seed potato growing region**, mainly around Crookwell



The value of agricultural production in the region was more than

**\$1.1b** in 2019-20<sup>26</sup>

The region contains

**12%** of all of **NSW's farm businesses**<sup>26</sup>



**Viticulture for cool climate wine** also developing in the region



The region supplies nearly

**19%** of **lamb and mutton production**<sup>25</sup> and the **state's total wool production**



Canola crop near Goulburn, NSW



Part 2: Achieving the vision



### Aquaculture in the Region

The south coast's oysters, mussels and scallops enjoy an international reputation as being safe, sustainable and high quality. Aquaculture provides regional employment, tourism opportunities, food security and a reliable supply of quality fresh seafood for locals and international diners alike.

The NSW Government encourages the sustainable development of aquaculture through best management practices and has 3 sustainable aquaculture strategies in place that should be considered in strategic and statutory planning: *NSW Oyster Industry Sustainable Aquaculture Strategy Fourth Edition 2021*, the *NSW Marine Waters Sustainable Aquaculture Strategy* and the *NSW Land Based Sustainable Aquaculture Strategy*.

Aquaculture catchments in the region should be protected from urban development and other activities that could negatively impact water quality.

### Opportunities for innovation and sustainability

Agricultural production and land management can contribute to net zero emissions by 2050. The industry has the potential to better embed sustainability in practice through greater consideration of:

- the impacts on waterways and ecosystems, and benefits of riparian rehabilitation on productivity and access to water in periods of drought
- the use of chemicals, including pesticides and fertilisers
- opportunities for biomass production
- sustainably powered vehicles and use of trains for mass haulage to reduce transport sector emissions
- emerging digital technologies and biotechnology to improve the productivity and quality of produce
- vehicle movements as part of the supply chain (including access to other complementary businesses in the area, waste management entities and freight movements to international markets).

Current **aquaculture** value State wide is

**\$98.4m**  
(2020/21)<sup>27</sup>

**The shellfish (oysters and mussels) industry** in NSW is worth

**\$60m**  
with south coast businesses contributing 50% of this value<sup>27</sup>



The production of **marine algae** is an emerging industry, subject to current leases being considered by the department



Known for inland aquaculture, including the farming of freshwater fish species such as **trout, Murray cod, barramundi and yabbies**<sup>28</sup>



Carbon sequestration through soils on agricultural land could mitigate the impacts of climate change. However, effectively enabling this process, requires management actions such as stubble retention, maintaining ground cover, pasture phases in crop rotation, improving plant production through nutrient management and overcoming soil constraints such as soil acidity. This approach is supported by the NSW Local Land Services and NSW Department of Primary Industries (Agriculture).

There is also value in reducing the dependence on energy intensive transport from transporting agricultural goods to and from the region. Encouraging local food production and supply by having farmland close to towns and villages or encouraging farmers markets and community gardens, is more sustainable.

Transformative change in the agriculture sector requires further research into achieving:

- zero waste by encouraging circular economy principles on farms to meet zero waste principles
- carbon neutrality through carbon sequestration opportunities
- food as medicine providing a safe and nutritious food supply
- food production, anywhere, anytime
- agriculture resilience to climate, pests and diseases

#### Supporting initiatives:



- Implement relevant recommendations from the Improving the Prospects for Agriculture and Regional Australia in the NSW Planning System report.
- Explore land-based opportunities through the Primary Industries Productivity and Abatement program

#### Strategy 13.1



Strategic planning and local plans are to:

- protect identified state significant agricultural land and industries from other land uses, land use conflict and fragmentation
- protect assets and infrastructure such as freight, logistics and major rural industries from land use conflict and the encroachment of incompatible land use to facilitate investment in the agricultural supply chain
- identify opportunities for the clustering of compatible land uses
- identify opportunities for using land, particularly agricultural land, to sequester carbon in vegetation and soils, and to grow biomass for bioenergy
- avoid the impacts of development on aquatic habitats in freshwater systems and aquacultural estuaries
- promote opportunities to better connect the aquaculture industry to export markets
- manage water availability, enhance waterways and protect water sources

## OBJECTIVE 14:

# Promote a year-round visitor economy



Visitors to the South East and Tablelands Region enjoy year-round access to mountains, coasts and rural hinterlands, as well as Canberra's world-class cultural institutions, such as the National Museum of Australia, the Australian War Memorial and the National Gallery of Australia. The *NSW Visitor Economy 2030* sets the guiding principles to inform the NSW Government's policy and investment in the visitor economy.

## Regional economic impact

The tourism industry brings \$1.2 billion to the regional economy each year<sup>29</sup>. The Snowy Mountains, the south coast and the rural hinterland offer recreational experiences including food, wine and cultural trails. The industry was deeply impacted by the 2019-20 bushfires, followed by the COVID-19 pandemic which reduced international visitors and restricted the capacity and operation of tourism operators and cities. NSW Government economic responses in the last 12 months have focused on regional travel, and the value of exploring the NSW 'backyard'.

The Snowy Mountains tourism industry contributes more than \$500 million to the regional economy each year. This market is geared towards winter, with more than half the visitation occurring during the 14-16 week peak snow period, making it the most seasonal tourism location in Australia. This extends to the region's visitor economy where average winter spend levels considerably outperform those in summer.

Investment as part of the Snowy Mountains SAP could see a step-change in non-winter visitation and position the precinct as a unique and compelling year-round, Australian alpine tourism destination. This could increase annual visitation from a wider range of domestic visitor markets and leverage international connections via Canberra. New tourism offerings such as adventure cycling and cultural tours, coupled with improved access to

the area is required could provide a greater diversity of experiences for visitors. This could also serve to strengthen economic opportunities for Aboriginal people, and enable the joint management and utilisation of public land.



## Savour the Southern

- The freshest produce, shaped by the seasons, shared in distinctive settings.
- Connect with the characters and stories behind the places and produce.
- Embracing the seasons of Southern NSW.



## Remarkable Journeys

- Proximity of diverse landscapes.
- Be enticed across the region by landscapes and experiences.
- Experience Southern NSW cycling, hiking, paddling, riding or driving.



## Immerse yourself in Nature

- Refreshing, exceptional nature-based experiences.
- Heightened visitor experiences through personal, un-curated encounters with nature.
- Personal challenge through active holidays.
- Indigenous connections present and past.



## Our Heritage Past

- Early European and multicultural Australia.

## Complement rather than compete

The tourism industry in the region is centred on Canberra Airport's international links. Western Sydney International Airport will provide another gateway and the region will also continue to be promoted as a destination for visitors from Sydney and the Illawarra.

This diversity of experiences makes the South East and Tablelands region an important component of the ACT's visitor economy. While there is a focus on the variety of experiences that attract people to different areas, these experiences are diverse and geographically separated, providing logistical challenges. This forces operators to compete with one another as domestic travellers focus on short duration overnight or weekend stays.

Improving the function of the tourism industry in the region requires a shift in mentality so that the region's tourism assets complement each other rather than compete. Initiatives through Destination Southern NSW's Tourism Assets Map will improve community knowledge of the region's offerings.

Strategic centres and clusters enable central access, supported by efficient transport connections, so that people can visit multiple destinations more easily. The number of days that visitors stay in the region is a key measure to establish whether tourism initiatives are successful.

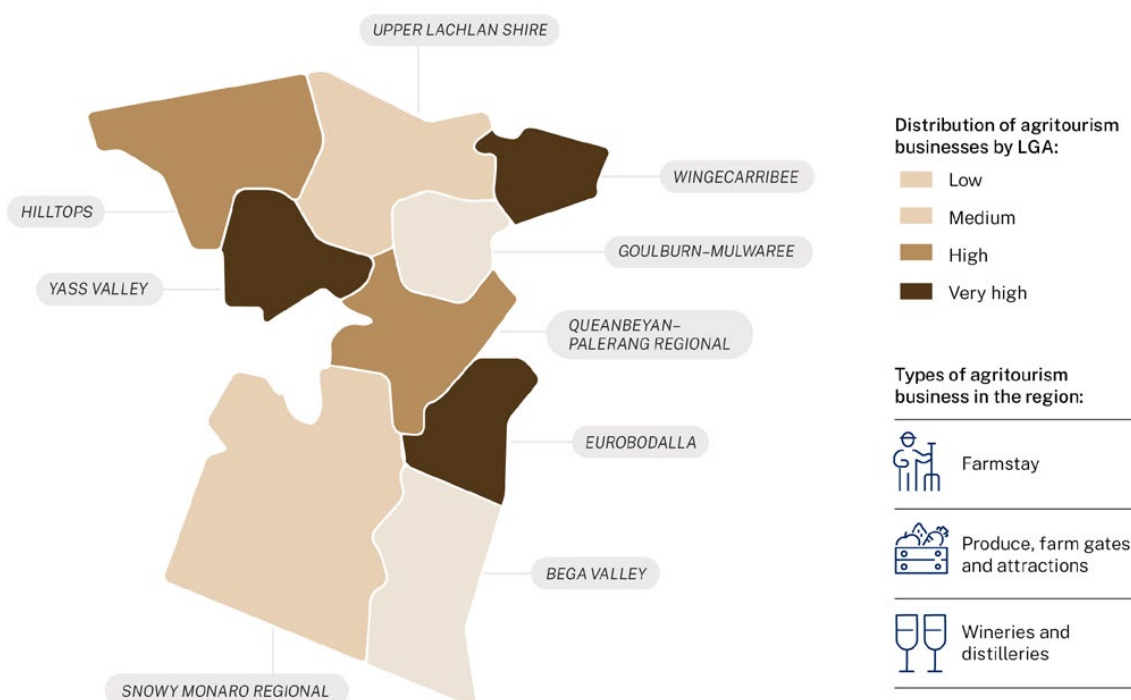
## Growth in agritourism

Agritourism ventures such as farm stay accommodation, farm gate activities and farm events enable farmers to diversify and value-add to their existing farming enterprises. Income streams from these accommodations can also educate the community about farm activities. It is estimated that the industry contributes \$137 million to the regional economy and supports more than 650 local jobs<sup>29</sup>.

However, agritourism may add complexity to rural land use conflict as it provides an experience for visitors close to potentially non-compatible commercial agriculture or rural industry, resulting in potential land use conflicts.

Agritourism ventures may also expand faster than the provision of local infrastructure, creating further conflict. Therefore, any promotion of agritourism requires councils, the NSW Government and prospective agritourism businesses to minimise conflict with primary producers, rural residents and other commercial rural land uses.

Figure 18: Agritourism in the Region, Savour the Southern<sup>27</sup>



### Promoting a blue highway (marine-based tourism)

The South East and Tablelands region boasts two of the nine cruise ready ports of Destination NSW's Blue Highway strategy – Batemans Bay and Eden. These ports sit amongst boating harbours, marine parks and aquatic reserves that offer opportunities for recreational boating, water sports, fishing, and commercial charters and touring experiences, such as whale and dolphin watching.

The South East and Tablelands coastline can leverage the blue highway to increase the economic contribution of marine tourism and create jobs. The NSW Marine Tourism Strategy is a 20-year vision to realise the economic benefits of marine tourism that describes how government and industry can work together to develop, market and leverage marine tourism opportunities.

Investment in the following initiatives could provide benefits for the local and regional visitor economy when coupled with targeted investment in relevant infrastructure:

- activation of the network of harbours, beaches and riverfront – such as through implementation of the Batemans Bay Waterfront Master Plan and Activation Strategy.
- improving connections to, and the availability of services to access wildlife events – such as the migration of humpback and other whales or food journeys like the Oyster Trail.
- investment in landside infrastructure at the Port of Eden, including a cruise terminal, more diverse local tourism services and improved connections to Canberra Airport.

#### Supporting initiatives:



- Investigate solutions to address seasonal transport capacity shortages and promote increased use of public transport by tourists traveling to, from, and within the region, by:
  - improving visibility and awareness of existing services
  - modifying existing services to better meet current and future demand
  - considering new services to address gaps in the public transport network and to provide services on high-demand connections
- investigate flexible and on-demand transport options to support the existing

#### Strategy 14.1



Promote cluster and place-based tourism projects that improve local and regional connectivity and user experience at key tourist destinations

#### Strategy 14.2



Support new development that is consistent with and complements the final Snowy Mountains SAP master plan

#### Strategy 14.3



Strategic planning and local plans are to:

- explore tourist and visitor accommodation and supporting land uses in strategic centres and the regions harbours and ports
- reinforce Canberra as an enabler and driver of the region's tourism industry
- identify opportunities and barriers for agritourism, particularly in rural land strategies

#### Collaborative Action 14.1



Work with councils and state agencies to identify and plan for strategic centres, strategic clusters and other key locations that identifies existing tourist and visitor accommodation, supporting infrastructure and other services that can support the tourism industry.

#### Collaborative Action 14.2



Work with the Canberra Region Joint Organisation, the Department of Primary Industries and the Environment Protection Authority to prepare a standard template development control plan and/or policies to support agritourism opportunities.

**OBJECTIVE 15:**

## Promote business and employment opportunities in strategic locations



As industries diversify and adapt in response to climate change and the COVID-19 pandemic, the employment functions of strategic centres and clusters can support local activation and the regional economy. This may involve enabling a mixture of land uses in certain areas to integrate suitable business, office, residential, retail, education and other uses that maximise public transport use, walking and cycling.

Looking to 2041, strategic centres and clusters will be the focus for more intensive employment uses and public space improvements, as well as technology and transport connections to Canberra and Sydney. This will encourage investment, housing, job opportunities and services. Local centres also drive the regional economy and provide complementary services to support resident, visitor and worker populations.

### Strategic centres, clusters and emerging employment areas

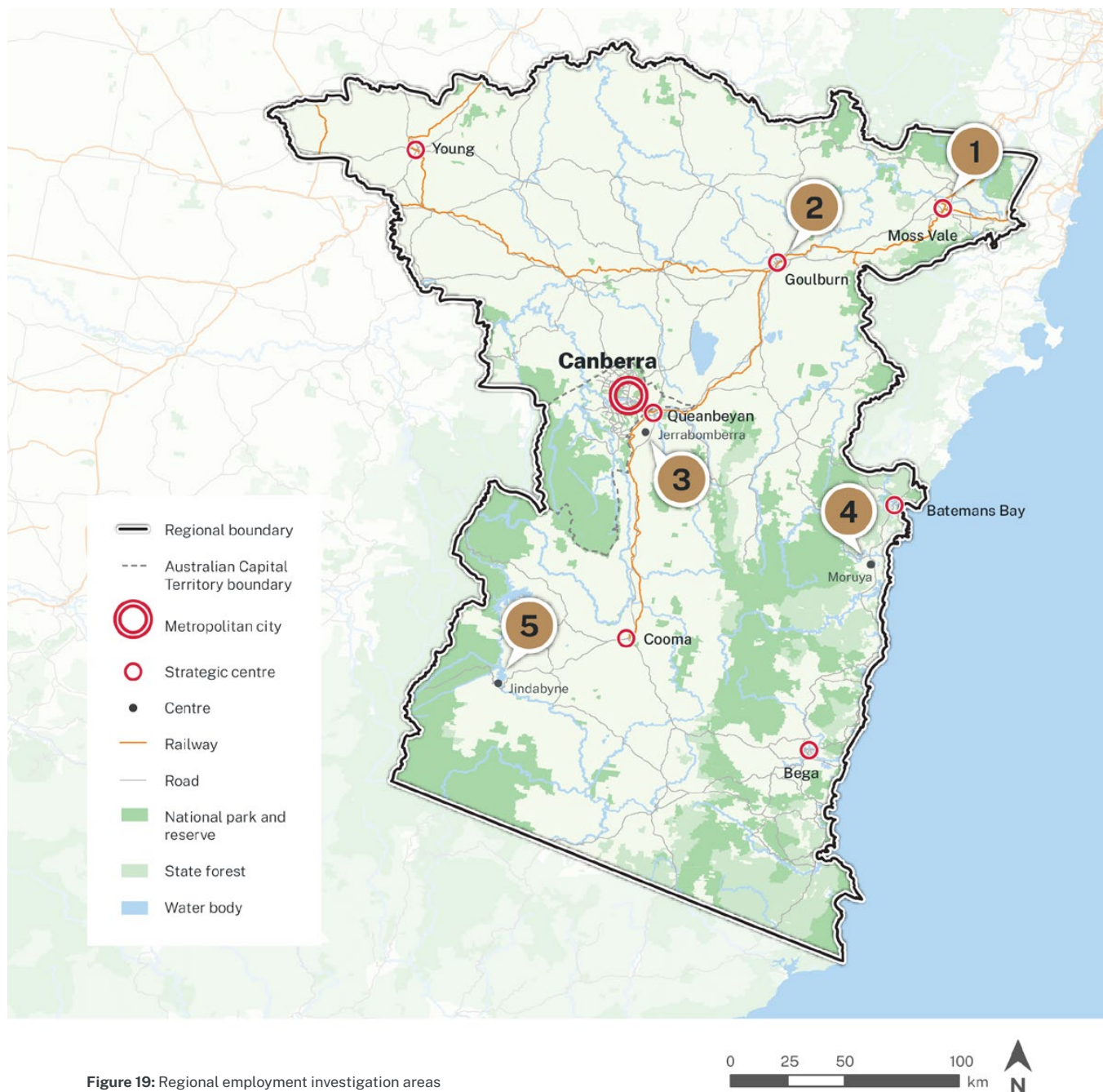
The strategic centres and clusters in the region influence local employment and business growth. The COVID-19 pandemic has seen more people relocating to regional areas given home-based working arrangements and the increased home-delivery capabilities of businesses. People are attracted to the historic buildings and tree-lined streets that create a unique character and sense of place.

This character provides a backdrop to community activation, and is essential to the region's identity, tourism and regional economy. It has also promoted activity in hospitality and retail sectors, particularly during weekdays.

Societal change has enabled new bespoke small businesses, and retail and office-based activities are needed in strategic centres and clusters. These uses should be promoted where they:

- complement retail supply and demand, innovation and digital trends in the retail sector
- maximise public transport and community facilities commensurate with the scale of the proposal and
- enhance public areas

Targeted events and programs such as market stall events, information seminars and the temporary closure of streets can improve the reach of small businesses, increase foot traffic to shop fronts and promote activity in centres. Councils can maintain the viability of existing centres by prioritising precinct planning and placemaking initiatives for local centres in local strategic planning statements.



- 1 Southern Highlands Innovation Park**  
Formerly known as the Moss Vale Enterprise Corridor, the Southern Highlands Innovation Park presents an opportunity to capitalise on the growth of Western Sydney and the LGA by attracting specialised industries in manufacturing and technology.
- 2 South Goulburn Enterprise Corridor**  
A 144 ha precinct comprising of a mix of accommodation, general industrial, small business, warehousing and manufacturing. Underutilised and vacant land has the potential to leverage existing servicing and access to the Hume Highway.
- 3 South Jerrabomberra Regional Job Precinct**  
Leveraging opportunities associated with the Poplars innovation precinct, defence, space, cyber-security, information technology and scientific research sectors will grow to leverage access to the ACT through Queanbeyan.

- 4 North Moruya Industrial Area**  
Growth in the industrial area will leverage access to the future Moruya Bypass to provide local jobs and access to strategic inter-regional transport connections.
- 5 Snowy Mountains Special Activation Precinct**  
Moving to a year round visitor economy, the precinct will provide opportunities for established and emerging businesses to diversify and attract industry investment that are resilient to seasonal changes –i.e., through arts, culture and entertainment offerings.

### Regional job precincts

Regional job precincts deliver faster planning approvals to provide local councils, regional communities, industry and businesses with greater confidence around future investment and development.

Regional job precincts, such as South Jerrabomberra, provide the framework to enable growth in jobs and innovation through the resolution of planning barriers (i.e. infrastructure upgrades to address the capacity limits in the transport network).

The NSW Government will work closely with local councils to build on the long-term strategic planning work already done at a state and local level, to streamline planning processes and make it easier for businesses to set-up or expand.

### 24 hour economy

With the rigidity of a typical working day being relaxed across sectors in response to COVID-19, we need to rethink how towns and main streets function over 24 hours. The night-time economy promotes more dining out, entertainment and hospitality. Industries like transport and logistics, cleaning, education, manufacturing, retail and health care also employ workers that work through the night.

Supporting small business and night-time activities will attract visitors and grow the visitor economy. Greater flexibility in operational hours and the interaction between shopfronts and streets supports a safe and flourishing economy and community life from late afternoon to early morning.



### Expanding the 24-hour economy

- Support small business entrepreneurs through the approval process
- Review operating hours of public transport, shopping districts, and community facilities
- Support street markets and footpath dining and activation of the streets and public domain
- Extend hours of recreation, cultural and community facilities
- Invest in outdoor lighting at skateparks, ovals or sporting facilities
- Work with NSW Police and councils to ensure safe night-time environments

### Industry clustering

New rural industries such as distilleries, vineyards and local produce or food-based markets create revenue streams and generate local agricultural jobs. Agriculture and aquaculture-based industries are limited by geography, based on the land and water required for operations. They are typically concentrated in set locations and interact across a collective of primary producers.

Other employment-based land uses, such as manufacturing, industry and research facilities, should be clustered with complementary and similar land uses to protect public amenity and safety. The investigation of new employment areas in the region should be prioritised and their purpose identified, drawing from the lessons from the regional job precincts, including at South Jerrabomberra.

Better understanding the relationships between employment clusters and freight networks will support future infrastructure investments to improve efficiency and collaboration between businesses in the region.

#### Supporting initiatives:

- Analyse the relationships and gaps in freight movement networks between employment clusters to improve efficiencies.
- Develop 24-hour economy strategies, including supporting implementation initiatives.



### Strategy 15.1



Strategic planning and local plans are to:

- enhance the function of commercial centres by:
  - simplifying planning controls
  - developing active city streets that retain local character
  - facilitating a range of uses within centres in response to the changing retail environment
  - maximising public transport, walking and cycling infrastructure and community facilities
- for strategic centres and clusters:
  - identify the intended future land uses, infrastructure and built form outcomes for the area
  - promote the night-time economy, in strategic centres and town centres where night-time public transport options are available improve access, inclusion and safety, and make public areas welcoming for consumers and workers
  - diversify the range and availability of activities, including extending opening hours for shops, cafes, libraries, galleries and museums

### Strategy 15.3



Future commercial and retail activity is to be concentrated in existing commercial centres unless there is a demonstrated need and positive social and economic benefits to locate this activity elsewhere.

### Strategy 15.4



Support development that is aligned with South Jerrabomberra Regional Job Precinct masterplan.

### Department-led Action 15.1 (Priority)



Investigate the introduction of a regional job precinct in the Tablelands subregion by leveraging existing planning and investigations into the Southern Highlands Industrial Precinct.

### Collaborative Action 15.2



Work with the councils to prepare and or update employment land strategies and profiles for regionally significant employment areas which set an action plan for the application of rural and transition zones.

### Strategy 15.2



Proposals for new retail development are to demonstrate how they respond to retail supply and demand needs, identify innovations in the sector and maximise the use of existing and planned infrastructure, while enhancing the value of the public realm.

## OBJECTIVE 16:

# Support industries to integrate operations and digital solutions

Technology helps businesses to realise efficiencies in how they engage with customers, manufacture products, supply goods and connect to international markets. These tools are an important enabler for the growth and improved productivity in the region.

## Research and smart cities approaches

Smart cities focus on utilising data and digital technology to make better decisions and improve outcomes. Whilst normally considered in the context of technology, smart cities focus on relationships and building meaningful inputs. This approach is guiding change in NSW as our economy responds to climate change and other megatrends affecting society.

Smart city thinking is often scaled into business operations: for example, farmers and producers utilise technology in the form of satellite and communication systems, to manage crop production, storage and freight. This can build knowledge of seasonal change and efficiencies in the logistics network.

Enhancing the value of these approaches, working with Aboriginal communities and local Aboriginal knowledge holders through joint economic ventures, could revolutionise conventional farming, setting a benchmark in agricultural practice.

Forming partnerships between community, industry, businesses, the public sector and research organisations will also enable progressive and innovative change, particularly as agricultural practices are adapted in the context of climate change. This is illustrated in the partnerships between tertiary institutions and the CSIRO at their facility in Boorowa, in the Tablelands subregion.

## Realising the benefits for communities

Businesses are reaching more customers online and e-commerce is increasing demand for warehouse and logistic properties to accommodate automated warehousing.

Improvements in e-commerce and digital connectivity will continue to provide a strong base for small and boutique businesses to showcase different skills and products. This provides opportunities for farmers to sell products directly to the public, which can provide alternative revenue

streams, increase competitiveness in the market or save logistics and freight.

Technology is improving the way people learn and access information, particularly in remote settings. The ability to learn technical and professional skills online will improve workforce skills and allow more people to live outside of cities. Remote working capacity means people can live in the region and work for companies based anywhere.

Despite this change, shop front or face-to-face business models will not be replaced by digital services; rather, digital services complement physical premises, allowing businesses to expand their potential.

### Supporting initiatives:

- Partner and engage with Aboriginal communities and knowledge holders to enhance industry practice, particularly in priority growth sectors such as agriculture and aquaculture.
- Encourage partnerships between key research bodies and the public sector to improve information and data sharing.



### Strategy 16.1

Locate new warehouse and logistics developments to optimise existing utilities and road and rail networks.



### Strategy 16.2

Ensure digital connectivity is available to enable people and businesses to work and operate remotely.



THEME

4

## Planning for fit for purpose housing and services

### Potential Indicator(s):

- Increased housing completions, particularly medium density infill development.
- Increased housing social and affordable housing developments.
- Increased availability, capacity and access to essential goods and services in strategic centres and clusters.
- Increased percentage of dwellings located within 30 minutes of a strategic centre and/or cluster.

### Objective 17

Plan for a supply of housing in appropriate locations

### Objective 18

Plan for more affordable, low-cost and social housing

### Objective 19

Manage rural living

### Objective 20

Provide efficient access to infrastructure and services

Googong

**OBJECTIVE 17:**

## Plan for a supply of housing in appropriate locations



A mix of well-planned infill, greenfield and rural residential development is essential for the region. Infill housing takes advantage of existing infrastructure and services, increases the viability of public and active transport, and protects valuable agricultural and environmental land—it is a more sustainable option.

### Planning for a housing pipeline

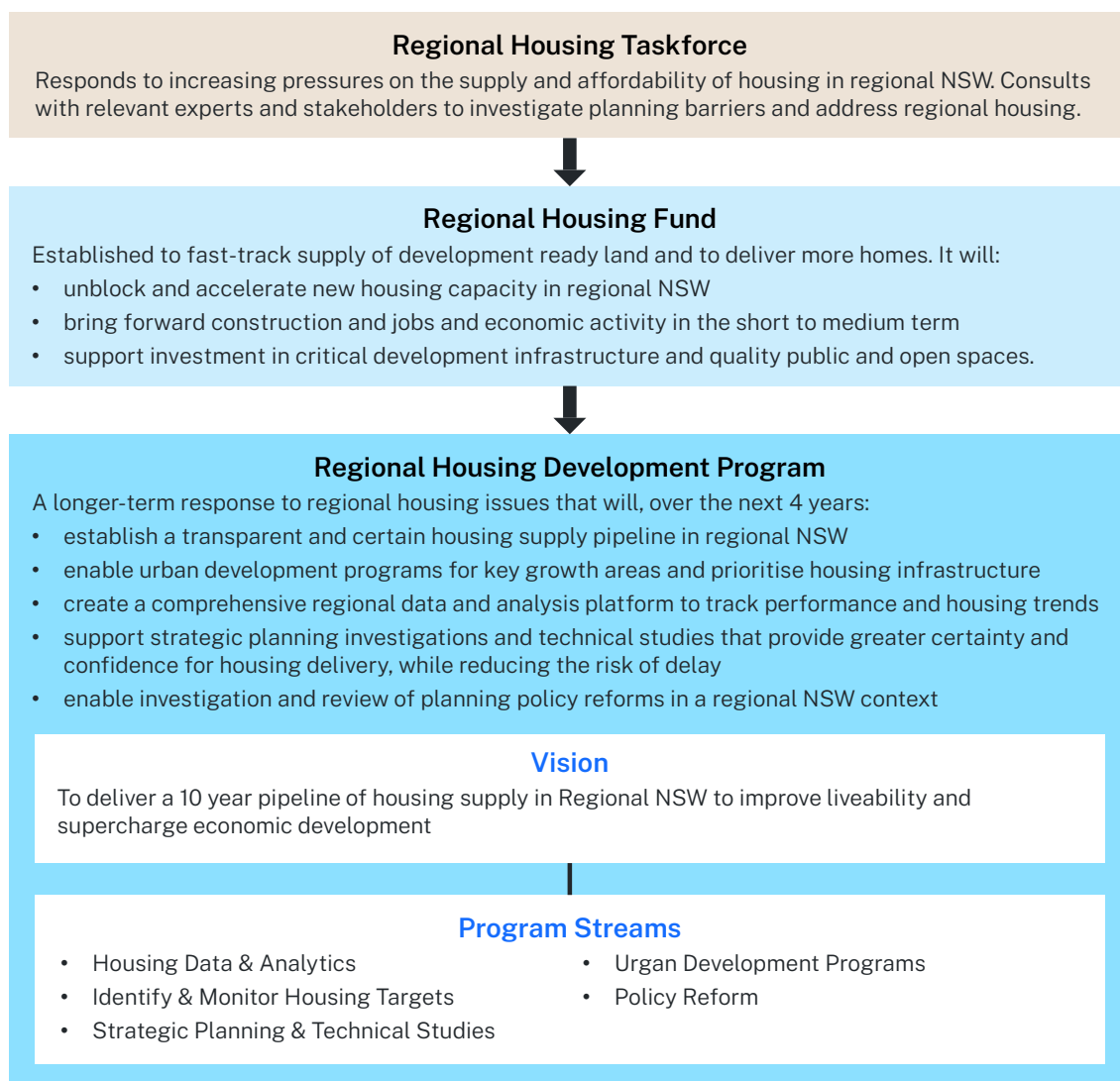
The region's population characteristics are forecast to undergo change. Underlying demand for additional housing is based on the NSW population projections—from this we believe:

- Average household size is forecast to decrease from 2.37 people per dwelling in 2016 to 2.23 in 2041, influenced by changing household composition as the population ages<sup>5</sup>. A mix of smaller, low maintenance dwellings will be required.
- The number of couple and single households is forecast to increase by 40% and 48% respectively as children leave the family home, resulting in a forecast growth in potential dwellings from 136,755 in 2016 to 184,986 in 2041.

Planning for affordable, quality homes in the right locations also requires planning for greater housing diversity to attract and retain younger residents while supporting people who want to stay in their local area as they get older. These factors are further extrapolated for those working in healthcare, education and other services.

Local housing strategies are important tools for councils to link their vision for housing with objectives and targets to ensure considerations of demographic factors, local housing supply and demand, and land constraints are factored into the broader housing pipeline. Local housing strategies, or other similar policies, have been prepared for most councils in the region, with Snowy Monaro, Upper Lachlan and Yass Valley engaged in their preparation.

Initiatives such as the regional housing taskforce, and the ACT NSW Land and Housing Monitor will support planning for new residential development and identify key barriers in land use and infrastructure planning.



## Focusing on centres

Strategic centres are a logical focus for growth and investment, given they are often well serviced by utilities, public transport, walking and cycling infrastructure, education, health and community infrastructure, as well as shopping, community and commercial services.

Currently, most of the region's growth is occurring in the Capital subregion. To support existing investment, new development should integrate a mix of uses, promoting greater access to jobs close to where people live and density in areas serviced by existing infrastructure.

As demand for growth in centres rises, careful planning is required to resolve infrastructure barriers prior to enabling additional residential development – this is particularly important for Yass. Similarly, planning for housing growth in strategic clusters needs to consider

how existing services in surrounding local networks can support local infill development, while protecting high environmental value land.

## Improving housing diversity and density

Housing diversity includes aspects such as lot sizes, the number of bedrooms and accessibility for seniors, students or people with a disability. People may need homes of a certain size, configuration, accessibility or location – housing diversity gives more people more options at different stages of life.

In 2016, around 87% of all dwellings in the region were single detached houses<sup>30</sup>. While primarily in rural areas, existing centres could be suitable for appropriate medium density housing products. Careful design can ensure additional density does not compromise the character and amenity of the region's towns and villages.

### Focus for more housing density



With this in mind, and in the context of a growing population, promoting greater housing diversity and density will be critical for the Queanbeyan and Goulburn strategic centres, as well as the centres within the Southern Highlands strategic cluster. Other centres identified as areas of strategic investigation, should consider this in line with their respective centres hierarchy and infrastructure capacity.

Smaller homes with fewer bedrooms can support lower cost and lower maintenance lifestyles. Demand for this type of housing is expected to increase given the expected higher proportion of single-person and couple-only households. This type of housing will then enable younger families to move into established larger homes.

#### Supporting initiatives:

- Implement the findings of the regional housing taskforce, including the identification of housing targets for strategic centres and clusters, and identified urban investigation areas as part of providing more certainty about where, when and what types of homes are planned to be built.

#### Strategy 17.1

Updates to local housing strategies are to be consistent with the *Local Housing Strategy guideline* and are to consider:

- transitional areas between neighbourhoods, and conflicting land uses, such as industrial or agriculture
- existing services that can cater for an increase in population (i.e. social infrastructure, education and health) and encourage walking and cycling
- areas with proximity to road infrastructure and public transport (where available)
- protection of high environmental value land and land constraints
- lower density areas, with capacity for renewal or additional density

#### Strategy 17.2

Focus new housing development in existing centres, where supported by strategic land use plans.

#### Strategy 17.3

Identify suitable provisions to encourage and incentivise medium density housing (excluding detached dwellings) and housing for workers in essential services industries.

#### Department-led Action 17.1 (Priority)

Prepare a place strategy for the Batemans Bay Strategic Cluster to coordinate strategic planning and infrastructure decisions.

#### Collaborative Action 17.2

Work with councils and the Canberra Region Joint Organisation to develop a set of master planning principles that provide examples on how to address planning barriers to rezoning and developing residential land, in the context of high environment, cultural and heritage significance, important agricultural land and areas affected by natural hazards.

#### Collaborative Action 17.3

Work with councils to prepare place-based masterplans for each strategic centre and clusters, focused on: projected population growth, infill residential growth targets and infrastructure provision, walking, cycling and public transport access, protection of heritage, cultural assets and environment, access to employment.

**OBJECTIVE 18:**

## Plan for more affordable, low-cost and social housing

Affordable housing is part of the housing tenure continuum, and means that households with low or very low incomes have somewhere to live.

*State Environmental Planning Policy (Housing) 2021* provides mechanisms for councils to investigate and develop affordable housing contributions schemes to increase the availability of dedicated affordable housing in their LGA.

### **Housing 2041: NSW Housing Strategy**

*Housing 2041* sets a long-term vision and objectives for better housing outcomes across NSW. The strategy will benefit people across the housing spectrum, from those temporarily without a home to those seeking housing that better suits their needs.

The Strategy also acknowledges that people and households move back and forth along the spectrum depending on life events, aspirations and capacity.

### **Improving housing affordability**

The cost of housing can be influenced by planning processes, design standards and market responses. We have many opportunities to recognise the role of low-cost housing in regional areas and the ways of achieving how it can be provided – for example, by designing homes with fewer bedrooms or car parking spaces, smaller lots or on strata title. This type of housing can be purchased or rented.

Low-cost housing types can be achieved in the conventional housing market without the need for ongoing management and without impacting the financial feasibility of other development. Low-cost housing types also remain relatively low cost in perpetuity, unlike some affordable housing dwellings, which revert to market rates after a period of time (usually, 10 years).

Statutory plans and development control plans can include stringent development controls that add to the cost development. Alternative methods, such as qualitative based performance criteria, can provide opportunities for development to respond in innovative ways, with the potential to reduce costs to homeowners.

### **Affordable, community and social housing providers**

The NSW Government provides social and affordable housing through the Land and Housing Corporation and the Aboriginal Housing Office.

Land and Housing Corporation builds and renews social housing. Social housing is secure and affordable rental housing for people on low incomes with housing needs. It includes public, community and Aboriginal housing.

In 2022, the region had 1,974 public housing dwellings and 1,553 community housing dwellings. Median wait times to access social housing have slowly been dropping across NSW, however, more work will be needed in the future to address the anticipated growth and ageing of the region's population.

The Department of Family and Community Services is preparing a 20-year plan to address the social housing needs, including homelessness, in the region. The Plan will consider current and required social housing assets and the resources needed to meet any social housing targets. Queanbeyan is likely to be a focal point for additional social housing given it is an established centre and is supported by Canberra.

The NSW Aboriginal Housing Office plans for affordable, quality housing for Aboriginal people in NSW, recognising that secure, affordable housing can help to address disadvantage and provide opportunities for Aboriginal people. The AHO is jointly funded by the NSW and Australian governments to administer the State's Aboriginal community housing assets. It has approximately 6,000 homes in NSW. Of these, 277 homes are located within the South East and Tablelands region, mostly within the Capital and Alpine and Far South Coast subregions.

Work is underway to build 8 new homes in Eden ranging from 2-bed accessible units through to large 5-bed family homes. Further investment in new homes in Moruya and Young is planned for the coming years. These initiatives support in working towards Closing the Gap target 9 – that by 2031 there is an 88% increase in Aboriginal and Torres Strait Islander people living in appropriately sized (not overcrowded) housing<sup>8</sup>.

### Community housing providers

The Southern Youth and Family Service provides accommodation and support to homeless and vulnerable people and their families in the form of housing, health, education and employment. It operates in the Capital and Alpine and Far South Coast subregions.

There are opportunities for councils and state agencies to make it easier and simpler for housing models such as this by reducing assessment fees, fast-tracking assessment pathways or providing grant funding.

### Accommodation for seasonal and itinerant workers

The region experiences an influx of seasonal and itinerant workers that support agricultural industries during harvest or sowing periods and the tourism industry on the coast and in the mountains. Major construction projects can also attract temporary workers. This increases demand for accommodation at different times of the year. An undersupply of accommodation options for these workers can put in upward pressure on rents and may lead to overcrowding and makeshift housing.

While land uses such as boarding houses, hostels, backpackers' accommodation, and caravan parks can attract seasonal and itinerant workers, any form of residential, tourist and visitor accommodation, can support these workforces, when planned effectively. Development bonuses and incentives, funding offsets and design flexibility can promote greater uptake of these uses, where infrastructure and services are, or can be readily available.

Strategic and statutory planning needs to ensure temporary workforces are accommodated to support local economic development. This requires a coordinated and ongoing process to understand the scale of major projects and seasonal workers, and where they will occur, to plan for the right types and locations of housing.

This can be addressed where projects that are likely to attract large numbers of permanent, temporary, seasonal and itinerant employment opportunities, consider:

- the anticipated impacts on local housing markets to ensure workers can access accommodation without impacting housing availability and
- housing options such as new permanent housing within nearby towns, temporary worker accommodation as part of the project if it is outside a safe commutable distance to the town, accommodation in nearby towns, or more permanent accommodation that could be re-purposed.

### Supporting initiatives:

- Prepare planning guidance for councils to enable and manage affordable and seasonal workers housing



### Strategy 18.1

Strategic planning and local plans are to:

- identify suitable locations for social and affordable housing developments
- promote mixed tenure development outcomes for social, affordable and market housing, including outlining minimum density and dwelling mix requirements for new developments
- identify where opportunities exist to renew social housing and increase and diversify social housing stock
- include minimum affordable and social housing targets, including suitable development incentives to enable development



### Collaborative Action 18.1

Work with the Canberra Region Joint Organisation to develop an affordable housing strategy for the region, including the identification of minimum standards for social and affordable housing.



**OBJECTIVE 19:**

## Manage rural living



Rural lifestyle developments give people the option to live in a semi-rural or urban fringe setting. Local housing strategies identify rural residential housing needs and local supply to understand the infrastructure needed to support rural communities.

### Constraints in rural residential development

The rural character of the region is a prized asset. However, with significant agricultural and environmental lands in the region, opportunities to increase supply of suitable land is limited. Demand for lower density or semi-rural housing in NSW is leading to development proposals that are inconsistent with current planning strategies in areas close to the NSW–ACT border – mostly within Capital subregion. These proposals could undermine sustainable urban outcomes from identified new urban areas and place undue pressure on infrastructure capacity.

Rural residential development can conflict with environmental and agricultural practices, including through noise, dust and odour impacts. In addition, the fragmentation of rural and or agricultural land through rural residential subdivisions to generate additional dwelling entitlements can affect the value of land and the ability for agricultural practices to amalgamate.

Water catchments due to the proliferation of dams and bores associated with rural residential development can also be impacted. Water supply to these developments, especially in stressed river catchments, has led to a water licensing embargo in the Yass River Valley in the past.

Rural areas can also be at risk from bushfire and the clearing for house sites, bushfire asset protection and associated infrastructure, particularly local roads, has increased clearing rates. Clearing associated with rural residential subdivision is the major source of vegetation removal in the region.

New rural residential development needs to be balanced against natural hazards, and ecological and land use constraints. It should complement the region's productive agricultural lands and environmental assets, rather than replace them, and should be located on land free from natural hazards.

### Planning for rural residential development

Local housing strategies, when complemented by rural lands strategies and biodiversity strategies, can provide a targeted approach to future locations for rural residential development. Land use planning provides the opportunity to assess and consider the appropriateness of land uses as a collective and the need for separation or staged transitions.

Suitable urban growth boundaries to concentrate expected population growth and reduce pressures for fragmentation and land use, enable buffers to intensive agriculture or hazardous industries, allowing for easier planning of agricultural lands, public amenity and the function of the region's towns and villages.

Similarly, local housing strategies and/or rural lands strategies should complement each other, whilst considering:

- historical dwelling entitlements
- the potential expansion, operation and buffer zones to intensive agricultural operations
- existing and potential land use conflicts
- access to natural resources and impact of natural hazards
- high environmental value land
- infrastructure servicing capacity (e.g., water, telecommunications, utilities, waste, roads)
- the cumulative impact of rural residential development on local services such as health, education and goods, and
- rural character and community sentiment.

#### Supporting initiatives:



- Review and update (or prepare where not in place) local housing strategies and rural land strategies to consider how future rural residential development could:
  - be positioned near existing urban settlements to maximise existing infrastructure and services
  - avoid and minimise land use conflicts, including the cumulative impact of clusters of industries in an area
  - avoid areas with high environmental value, cultural and heritage significance, important agricultural land and areas affected by natural hazards
  - ensure the provision of a sustainable water supply and mitigate any impacts on the groundwater system
  - ensure they are not at risk from natural hazards including access by emergency services in the event of flooding
- Consider and apply biodiversity strategies (where adopted) when planning for rural residential development.

#### Strategy 19.1



Enable new rural residential development only where it has been identified in a local strategic plan, prepared by council and endorsed by the department.

## OBJECTIVE 20:

# Provide efficient access to infrastructure and services

Access to social, community, transport and servicing infrastructure is essential to the planning for additional growth so that residents are supported by essential services in healthy and active communities.

## Re-thinking access to goods and services

In a region as geographically dispersed as the South East and Tablelands, accessibility to everyday and essential services and facilities differs based on where people live. Everyone should be able to access education facilities, health services, community and social services and a diversity of employment opportunities within commuting distance of their homes.







*Future Transport 2056* establishes that in a regional context, the regional connected networks model provides connections in bands that link regional cities and centres for employment and services. It

establishes expectations of '30 minutes' to access jobs and services in Greater Sydney; however, expectations for regional areas are yet to be set.

We can adapt this concept to consider how urban and suburban neighbourhoods in strategic centres and clusters operate as a network, to complement and improve access to jobs and services across the population.

As the primary modes of transport in the region is by a car or public transport (where available), planning for the region needs to consider, the type and capacity of services that should be accessible to the population within a 30-minute, 60-minute and 90-minute road-based trip. The availability of jobs and services should expand and increase in capacity as the travel time increases. Similarly, reducing the reliance on private motor vehicles requires improvements to be made to the availability, convenience and accessibility of public transport in response to how people move to meet their service needs.

Figure 20: The services, facilities and opportunities that support communities

	<b>Everyday Living</b>	<ul style="list-style-type: none"> <li>• <b>Services:</b> bank, post office, hairdresser, chemist</li> <li>• <b>Food and drink:</b> restaurant, café, pub, takeaway</li> <li>• <b>Shopping:</b> supermarket, hardware store, neighbourhood shop</li> </ul>
	<b>Employment</b>	<ul style="list-style-type: none"> <li>• <b>Commercial:</b> commercial core</li> <li>• <b>Retail:</b> Local centre, neighbourhood centre</li> <li>• <b>Industry and bulky goods</b></li> </ul>
	<b>Education</b>	<ul style="list-style-type: none"> <li>• <b>Primary and early education</b></li> <li>• <b>Secondary education</b></li> <li>• <b>Tertiary education:</b> University, TAFE</li> </ul>
	<b>Healthcare</b>	<ul style="list-style-type: none"> <li>• <b>Health services - minor:</b> health consulting rooms, medical centres</li> <li>• <b>Health services – local:</b> district and base hospitals</li> <li>• <b>Health services – regional:</b> Primary referral hospital</li> </ul>
	<b>Recreation</b>	<ul style="list-style-type: none"> <li>• <b>Indoor:</b> Gyms, multi-purpose sports facilities,</li> <li>• <b>Outdoor:</b> Golf courses, outdoor swimming pools, parks and playgrounds</li> <li>• <b>Major:</b> Stadiums, showgrounds</li> </ul>
	<b>Arts and Culture</b>	<ul style="list-style-type: none"> <li>• <b>Information and education facilities:</b> Gallery, library, museum</li> <li>• <b>Places of public worship</b></li> </ul>

Part 2: Achieving the vision



**Figure 21:** Centre based catchments along primary movement corridors

Planning for strategic centres is crucial here, so that we understand the services available in each strategic centre, the quality and capacity of these services, and the transport connections between them. Clustering and co-locating services in these areas are one way to promote greater convenience and access for communities. Technological changes need to be closely considered in the context of how centres operate and the availability of services provided. This has been highlighted recently through the availability of telehealth appointments which has increased access to health providers.

Realising a 30, 60 and 90 minute model will require continuous and staged investment to protect corridors and then develop an integrated transport network of

strategic movement corridors and strategic freight networks. It also requires more efficient use of the current network to reduce travel times and meet customer demand.

### Growth in health and education services

Services and facilities such as hospitals, secondary and tertiary education facilities and major recreation facilities tend to be located in the region's strategic centres. With a growing population, access to these services and facilities should be increased to be accessed within a one-hour drive.

### Regional Health Inquiry

The NSW Government has reaffirmed its commitment to strengthening healthcare in rural and regional NSW, following the publication of the findings and recommendations of the NSW Parliamentary Inquiry.

The inquiry highlighted the disadvantages faced in regional NSW regarding the available workforce, access and quality of health services as supported by transport and accommodation, and the understanding of the available services in the regions.

Exploring the current access, quality and availability of health services and supporting worker accommodation, in the context of a 30, 60 and 90 minute model for the region, could support future decisions into the investment into health infrastructure.

The \$260 million investment in the Eurobodalla Regional Hospital will promote greater access to health-related services and employment for the region. When coupled with Bega's South East Regional Hospital, greater opportunities exist to promote higher education development opportunities with links to the University of Wollongong. While regional level health services can be accessed on the far south coast, we need to consider the remainder of the region, particularly around residential growth in the Capital subregion.

Schools near the NSW–ACT border face increased enrolments and many have capacity to use infrastructure more effectively. The NSW Government will continue to monitor population and development trends across the region so that it can plan to meet education needs in government schools.

New schools, if required, will be established where there are no other sustainable options available within existing assets. Planning for new schools considers the specific needs and characteristics of local student population trends. To improve curriculum choice, secondary schools may be combined.

Master planning for new urban release areas should optimise shared facilities for community and school uses.

Expanded tertiary education services and online access to education options will increase local access to services, particularly in smaller and isolated communities. Strategic centres should be places for flexible learning spaces to enable distance education students to complete studies in a building designed for educational services.

### Supporting initiatives:



- Plan for and prioritise services and infrastructure investment to maximise cost efficiencies, coordinate the delivery of different infrastructure assets, and achieve equitable sharing of responsibility, including funding, procurement and ongoing maintenance in a cross border context.
- Work with tertiary education providers to expand knowledge sharing and training opportunities when establishing new facilities, including consideration of the need for on-site student accommodation.
- Plan for the provision of future school assets within the region, in particular, identified growth areas.

### Strategy 20.1



Strategic planning and local plans are to:

- identify how development and planning support an improvement in 30, 60 and 90 minute road based trips to jobs, social infrastructure (including schools) and services
- improve public transport access in, around and between strategic centres
- implement planning controls to grow complementary health uses around hospitals
- support the integration of tertiary education facilities with schools and health infrastructure

### Department-led Action 20.1 (Priority)



Undertake an assessment of the type and capacity of the services (movement generators) accessible to the population within a 30, 60 and 90 minute road-based trip of a strategic centre, cluster and other locations, to inform recommendations to other agencies, councils on the sequencing improvements to meet NSW Government targets.

THEME

5

## Supporting a connected and active region

### Potential indicator(s):

- Resolution of infrastructure and planning barriers (i.e., water security) to unlock Yass as a Strategic Centre
- Strengthened walking and cycling, public transport and road infrastructure connections between key destinations and strategic assets.

### Objective 21

Strengthen cross-border connectivity and infrastructure coordination

### Objective 22

Enhance strategic transport links

### Objective 23

Plan for walkable centres

### Objective 24

Adapt infrastructure to meet future needs

Mimosa Rocks National Park, Tanja  
Credit: Destination NSW

**OBJECTIVE 21:**

## Strengthen cross-border connectivity and infrastructure coordination



Demand and supply of land and housing in the ACT and surrounding areas operate within the same housing market. This has implications for transport planning, infrastructure, water supply and service delivery within both jurisdictions.

Strategic planning plays an important role in ensuring the equitable access to services and essential infrastructure is a seamless process in a cross-border context. This requires the planning and development of major infrastructure such as hospitals, education, justice and retail and commercial precincts to consider the function and composition of land uses, the movement of people across the border, complementary businesses and supporting services, as well as assumed catchment areas to ensure people are not left out or worse off.

### Improving connectivity to support growth

Increased demand for housing in the areas bordering the ACT places pressure on roads and cross-border connectivity. Communities on both sides of the border have called for better integrated transport services. Commuters often choose to travel by car to and from the ACT as it is simpler and more cost effective.

This requires collaborative focus on:

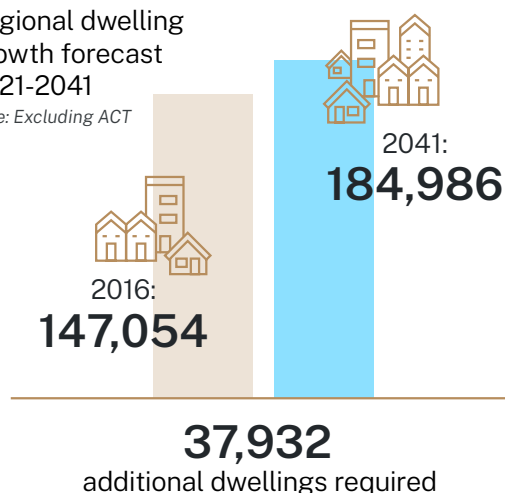
- more frequent and direct public transport connections and stopping points across the border
- less requirements to change services or transport modes when commuting
- standard fees and charges for public transport
- better services and facilities

These improvements also serve to support growth in other sectors, including tourism, which is identified under the principles and actions of the *NSW Visitor Economy Strategy 2030*.

Further initiatives to inform future discussions reflected in the regional transport plan prepared by Transport for NSW.

### Regional dwelling growth forecast 2021-2041

Note: Excluding ACT



### Infrastructure coordination

The population of the Capital subregion (excluding ACT) is expected to grow to 144,438 people by 2041, which will require 17,927 new dwellings, equating to more than 45% of the region's projected dwelling demand<sup>5</sup>.

Councils in the Capital subregion indicate that existing release areas have capacity for almost 18,000 new dwellings in places such as Googong, South Jerrabomberra, Yass, Murrumbateman and the proposed cross-border development at Parkwood.

The funding and delivery of infrastructure in a cross-border setting requires cooperation between jurisdictions and an understanding of their different governance and budgetary structures. Further work is required to create a consistent approach to infrastructure funding and delivery.

The availability of water can drive or limit urban development. While the development at Parkwood will be serviced by water from the ACT, future growth, particularly in areas such as Yass, Murrumbateman and Bungendore, requires the support of the ACT water and wastewater network, which may require negotiations involving:

- sustainable diversion limits
- trading of water entitlements
- a bilateral agreement between jurisdictions, requiring NSW Cabinet endorsement
- a commercial agreement with Icon Water Limited that will require consideration of its business model, business cases for development and competing servicing priorities

The ACT NSW cross-border land and housing monitor aims to better track and forecast housing and employment land releases to inform decision-making when coordinating and sequencing infrastructure.

#### Supporting initiatives:

- Implement and report on the ACT / NSW cross-border land and housing monitor.
- Develop integrated transport plans for ACT/ NSW cross-border communities.
- Work with the ACT Government to coordinate infrastructure delivery to support employment and housing growth in areas such as South Jerrabomberra.



#### Strategy 21.1

Identify and address planning and infrastructure barriers to deliver housing in a cross-border context.



#### Strategy 21.2

Promote cross-jurisdictional collaboration to develop a coordinated strategic approach to infrastructure provision, in particular water supply and water supply options for growth areas.



#### Department-led Action 21.1 (Priority)

Establish an Urban Development program for the South East and Tablelands Region to better identify, coordinate and prioritise enabling infrastructure for new housing, employment land and monitor delivery.



**OBJECTIVE 22:**

## Enhance strategic transport links



The road network, particularly strategic transport links, needs to support higher productivity vehicles – large vehicles or trucks longer than 26 m to support key employment industries across the region. This can be achieved by removing height and weight restrictions on major routes, improving rest area options and addressing the constraint of narrow bridges.

### Improving supply chain connections

The region has ready access to domestic and international markets via Sydney and Canberra, with road, rail and air freight infrastructure and networks that are critical to agribusiness in particular. Land use planning for supply chains via warehousing and logistics is a key consideration. This includes improving freight connectivity between the ‘first and last miles’ of each trip.

Major opportunities for the freight network include:

- exploring the sequencing and timing of vehicles moving within the region to coincide with air travel at Canberra and Western Sydney International Airport
- improving east–west access along major highways and key regional and local roads connecting the South Coast to Sydney, Canberra and Melbourne
- managing amenity impacts where key routes run through town centres, particularly in the Tablelands and Capital subregions
- planning for the potential duplication of the Barton Highway and other key routes
- improving rail transport and investigating intermodal facilities, including the potential to re-open non-operational lines

- building on existing facilities such as grain silos and bunkers to support intermodal connectivity

Areas such as Young and Goulburn act as gateways through the region. Young for example, connects the region to the central west (Dubbo and Orange) and the south west (Wagga Wagga) areas of NSW. Strengthened transport connections in the Alpine and Far South Coast subregion could also promote greater efficiencies for the forestry industry, in accessing areas such as the Port of Eden and the neighbouring Snowy Valleys LGA. Planning for strategic centres and the land use composition along freight corridors can provide opportunities to improve access to jobs in complementary industries, and improve vehicle movements.

### Enhancing tourist and visitor movements

A common issue experienced by visitors is that the network and connections between the region’s tourist assets could be improved. Geographically, visitors are drawn to the:

- character and heritage of the Southern Highlands
- winery and farm gate experiences in the Tablelands and Capital subregions
- cultural, arts and recreation opportunities throughout the ACT and its surrounds
- adventure and snow-based activities in the Kosciuszko National Park
- beaches and coastal towns on the south coast

Visitors often pick one or two areas to travel to and stay at a location nearby. This issue is exacerbated for international travellers, where a lack of public transport restricts movement out of key entry

points, such as the Port of Eden and Canberra Airport. Improving the availability of public transport information, combined with service and frequency improvements, will help support people visiting or passing through the region.

Strategic centres such as Cooma could support tourist and visitor accommodation and better integrate with public transport to connect key destination points.

## Fast rail

The NSW Government has a vision for vibrant and growing regional economies, which includes better connectivity between regional cities, key centres and Greater Sydney. Reduced travel times will give people more choice about where they live and work and provide a catalyst for regional growth.

One of the key elements of NSW Government's *A 20-Year Economic Vision for Regional NSW* is better connectivity between regional centres, and from cities and international gateways. The *NSW Fast Rail Network Strategy*, once prepared, will be a blueprint for how the network could look so that future investment decisions on fast rail are well considered.

Four routes have been identified: Sydney to Newcastle and Port Macquarie, Sydney to Wollongong–Bomaderry, Sydney to Central West, and Sydney to Canberra.

Fast rail stations will stimulate development and business investment, with businesses able to access an expanded workforce and markets. Fast rail infrastructure also brings opportunities for coordinated place-making in centres and along the corridor. The NSW Government will continue to investigate the viability and delivery of fast rail in the region.

### Supporting initiatives:

- Plan for inter-regional transport improvements in the region, particularly between strategic centres and key tourist destinations.
- Align policies relating to freight movements and related land uses across state agencies.



### Strategy 22.1

Optimise the efficiency and effectiveness of freight handling and logistics network by:

- identifying, protecting, maintaining and improving the existing and emerging freight transport network.
- limiting incompatible uses in areas expected to have intense freight activity.
- managing and protecting airport and aerodrome land uses and airspace to support freight and related business, alongside public and private transport.
- identify and activate employment lands surrounding airports and aerodromes with suitable flexibility and provide for future expansion of airports and aerodromes.



### Strategy 22.2

Create more sustainable, localised supply chains through emerging advanced manufacturing industries that leverage the region's endowments by:

- locating advanced and value-added manufacturing industries and associated infrastructure to minimise potential land use conflict,
- encouraging co-location of related advanced and value-added manufacturing industries to maximise efficiency and infrastructure use, decrease supply chain costs, increase economies of scale and attract further investment
- promoting investment in advanced and value-added manufacturing in employment lands through suitable land use zonings and land use definitions in LEPs.



### Strategy 22.2

Strengthen relationships with Western Sydney International Airport and Canberra Airport to improve road freight movements to and from both gateways.



**OBJECTIVE 23:**

## Plan for walkable centres



Throughout the region's strategic centres, towns and villages, walking and cycling could be encouraged through upgrades to the existing transport network. These connections improve accessibility between homes, public transport, workplaces, educational institutions, public open space, shops and other essential services.

### The function of centres

*Future Transport Strategy 2056* established the Movement and Place Framework, which recognises that streets are not just about moving people and goods, they are also places for people to live, work and spend time.

The framework acknowledges that land use planning supports community needs. Centres provide services to communities, acting as a destination point. Improving the number of services near one another can encourage walking and cycling, supported by clear and safe networks and facilities such as secure bicycle storage.

However, given the higher use of motor vehicles in the region's centres, they are not always places where people want to stay and linger. On street parking should not be the only option - parking in centres should be distributed strategically to encourage people to park, then walk, cycle or utilise public transport. The uptake of electric bikes and ride shares will influence how people move around centres.

Thinking about 100 m, 200 m and 400 m catchments from existing car parks can give people a variety and choice of destination, regardless of where they park. Parking can be co-located with public spaces or anchor businesses, such as fresh food and groceries. Disabled access parking and other supporting infrastructure should also be provided at a greater frequency within these catchments.

## Improving opportunities for walking, cycling and public transport

Walking, cycling and use of public transport has a number of benefits including reducing congestion, encourages healthier lifestyles, produces low emissions and reduces the demand for parking. Community transport options are also vital for older community members who require to access services in the region.

Close consideration of density, dwelling structure, permeability and establishing local destinations, support in promoting greater uptake of walking and cycling in centres.

Transport facilities need to be designed for all ages and abilities with equitable access, seating and shade. Streets should be considered in terms of their function and character, and whether they can be places that prioritise walking, safe cycling and social interaction. This requires allocation of road space between footpaths, cycleways, public transport and vehicles that considers people's safety, and balances movement and place functions in response to the type of street and local conditions.

Public transport is likely to achieve higher patronage if the reach and responsiveness of services is enhanced. Encouraging infill opportunities and streetscape enhancements, such as water fountains, sheltered bus stops and public seating, in and around strategic centres mean more people will live in or use an area, and public transport will be more viable.

Emerging transport technologies, including electric bikes can also offer compelling alternatives to regular private car use.

### Supporting initiatives:

- Progress planning and delivery of active transport projects for strategic centres.



### Strategy 23.1



Apply the *Movement and Place Framework* to new development and to existing towns and villages when undertaking place planning, transport planning or public realm renewal projects.

### Strategy 23.2



Strategic planning and local plans should:

- identify opportunities to integrate walking and cycling networks into the design of both new and existing communities
- prioritise walking and cycling in areas around schools, health services, aged care facilities, sporting, cultural and recreational facilities
- link walking and cycling and new public transport infrastructure and improve interactions with, and separation from the road network through safer pedestrian crossings, lower traffic speeds and designated cycle lanes
- review car parking controls to encourage pedestrian movements

**OBJECTIVE 24:**

## Adapt infrastructure to meet future needs



The planning for resilient infrastructure to support communities needs to consider technological advancements, climate change, natural disasters and demographic changes.

### Responding to natural disasters

Natural hazards can disrupt road and rail networks and interrupt access to the transport network and essential services including water, sewerage, power, telecommunications and digital connectivity. The frequency and intensity is expected to increase with the impacts of climate change.

Towns and their communities can become isolated for extended periods, which can negatively impact access to and by emergency services, creating significant public safety risks as well as social networks. Visitors may not be aware of the dangers and emergency procedures, as occurred in the 2019-20 bushfires. The most harshly impacted communities were those with single road and service access points.

Coordinated approaches to infrastructure planning will identify opportunities to improve or provide alternative movement routes. However, this may not always be possible or economically feasible.

Any reviews of existing services in hazard prone areas must consider whether access to critical services such as the State Emergency Service, Ambulance and Fire can be improved, but also consider how communities can be self-sufficient if isolated in a natural disaster event.

### Diversifying transport options

*Future Transport 2056* sets potential cost-effective pathways to support net zero emissions by 2050, including a shift from private car use to public transport, active transport choices, low-emissions vehicles and a cost-effective, low-emission energy supply.

The *NSW Electric Vehicle Strategy* also aims to make electric vehicles affordable to run and buy in NSW. The electrification of light vehicles is a key pathway for decarbonising the transport sector.

Increasing availability and use of electric vehicles for both private and commercial use throughout the region will require investment in enabling infrastructure at strategic locations across the region to support the objectives of *Future Transport 2056* and the *NSW Electric Vehicle Strategy*.

The NSW Government is supporting the roll out of the electric vehicle charging network by identifying where the use of government owned land could be used for necessary infrastructure. Taking advantage of opportunities through the *Drive electric NSW EV destination charging grants* program will also support in building a strong network to cater for an increased uptake in electric vehicles and increased visitation to businesses across the region.

### Planning for a changing population

As people change how they work, learn and do business, access to efficient and reliable digital networks will be vital. These factors will be important as the proportion of older people in the population increases.

Digital infrastructure enables greater communication and movement, diversifying access to services such as healthcare, employment and education. For example, telehealth services can improve community access to healthcare and support people as they continue to live in the places they know.

The demands on existing infrastructure should be understood to inform decision making, including how:

- physical and digital systems interact (i.e., modelling consumer needs through real-time data)
- to co-locate services to utilise existing assets and minimise long journeys
- people use public and private spaces, and move around
- to enable access to different services as prioritised by different age groups.

#### Supporting initiatives:



- Develop a strategic roadmap to improve the availability of infrastructure and reduce land use planning barriers to support an uptake in electric vehicles.
- Undertake an assessment into how local and regional transport networks can adapt to climate change, specifically, the frequency and severity of natural disasters events.
- Invest in smart infrastructure to improve monitoring and evaluation of how people move and use land in their community.

#### Strategy 24.1



Strategic planning and local plans are to:

- identify appropriate community refuge centres, including management, ownership and operational requirements
- improve access to battery storage and power generation, drawn from local renewable energy sources to support emergency responses
- increase the availability of back-up drinking water
- broaden the telecommunications network to remote communities
- manage the supply and distribution of food, including the utilisation of local agricultural producers
- identify and implement strategies that reduce isolation of communities to emergency services in times of flood such as road raising projects identified in Floodplain Risk Management Plans

PART

# 3

## Implementation

Blacksmiths Lane, Queanbeyan  
Credit: Visit Queanbeyan – Palerang Council





Warri Camping Reserve, Larbert.  
Credit: Visit Queanbeyan-Palerang Council

PART

3

## Implementation

Several governance arrangements oversee the implementation of this plan. Responsibility for implementing actions and monitoring results is shared with councils, state agencies, service providers and industry. All stakeholders need to have a good understanding of the priorities and deliverables.

This section will:

- ensure ongoing collaboration and agreement of the implementation of actions
- assign accountabilities for the implementation of actions
- explain the role of different groups and committees involved in implementation, guide the South East and Tablelands Delivery, Coordination and Monitoring Committee in its role of overseeing delivery of the Regional Plan, and
- inform annual reporting.

## Governance and collaborative relationships

### Delivery, Coordination and Monitoring committee

The South East and Tablelands Delivery, Coordination and Monitoring Committee was established in 2017. It provides a regional governance framework and participated in the review process. A re-established committee will oversee and coordinate implementation, bringing together agencies and organisations responsible for the plan's actions. The committee's role is to:

- oversee and coordinate the implementation of the regional plan
- be accountable for the implementation of the regional plan
- be kept informed of general progress and participate in delivery of priority actions
- monitor and track the regional plan's implementation
- where impediments are identified, collaborate to achieve resolution
- provide a forum to discuss and resolve implementation issues or action delivery in a changing regional policy environment
- provide high-level progress updates to the South East and Tablelands Regional Leadership Executive (via the Department of Regional NSW)
- inform the preparation of the annual monitoring report
- inform and participate in a 5-year review of the regional plan.

Membership includes:

- Department of Planning and Environment
- Canberra Region Joint Organisation
- Department of Regional NSW
- Department of Primary Industries
- Transport for NSW
- NSW Health
- Department of Education
- ACT Government
- Councils (located within the South East and Tablelands region)

The committee can be supported by outcome-specific groups that bring together appropriate personnel (government, industry or community) to provide advice on particular issues or projects.

An existing governance framework complements the committee's activity. This includes the South East and Tablelands Regional Leadership Executive, a Department of Regional NSW initiative that supports working relationships between state agencies and the Canberra Region Joint Organisation. This group encourages strategic collaboration, consultation, solution brokerage and engagement on regional priorities across government.

The committee also has access to the same agency and local government organisations that comprise the Regional Leadership Executive.

Ongoing collaborative arrangements with the ACT Government will leverage the ACT/NSW Memorandum of Understanding. This includes annual reporting requirements that detail how each jurisdiction works together to support communities in a cross border context.

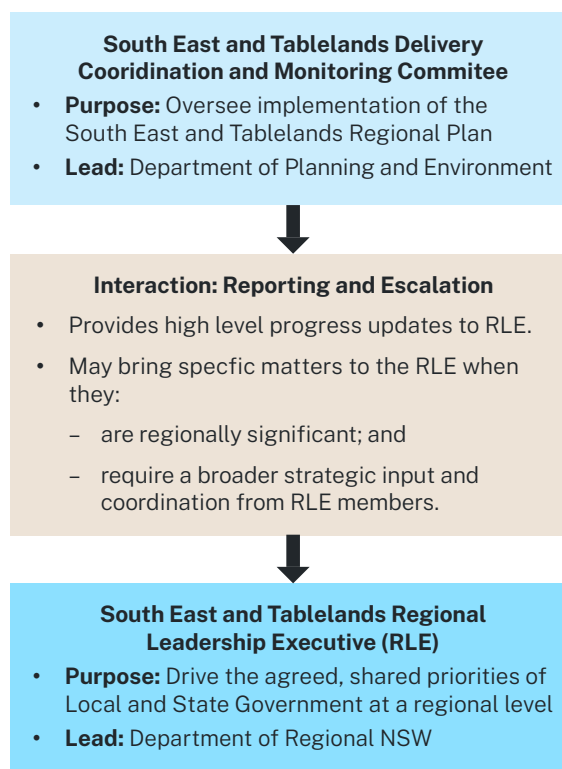


Figure 22: Regional Governance Framework

## Links to other strategies

Strategies that will influence the implementation of the regional Plan include:

- *State Infrastructure Strategy 2022-2042*
- *Future Transport 2056*
- *A 20-year Economic Vision for Regional NSW*
- draft South East and Tablelands Regional Transport Plan, and other integrated transport plans for the region
- *Blueprint for a Resilient South-East NSW*
- *NSW Housing Strategy 2041*, local housing strategies and employment lands strategies (where adopted by the department and councils)
- *Destination Southern NSW Destination Management Plan*
- *NSW Water Strategy* and the South Coast, Murray, Murrumbidgee and Lachlan regional water strategies.

Other strategies reviewed as part of this plan or published following its commencement will also influence implementation.

The regional plan incorporates and responds to the aspirations and priorities of local communities, as articulated through councils' local strategic planning statements and community strategic plans. In turn, the regional plan also outlines strategies that should be considered by councils when reviewing these plans. This cycle from local to regional planning ensures a line of-sight between the different levels of spatial planning.

## Review mechanisms

### Monitoring

The committee will monitor and review progress towards achieving the plan's vision and meeting the objectives. An online dashboard will include indicators relating to each theme. An annual monitoring report will also be prepared to monitor implementation of the regional plan. The report will outline progress on actions and collaborative activities and reprioritise where needed. A new program of work for each subsequent year will also be identified in the annual monitoring report.

### Regional plan review

The plan will be reviewed and adjusted every 5 years, or as necessary, to realise the vision for 2041. Any review will revisit regional performance, challenges and opportunities and incorporate the most up to date information provided through the Census process and updated local strategic planning statements and local plans. Reviews will be informed by the committee, as well as monitoring and indicators.

### Implementation plan updates

The implementation priorities will be updated annually as part of the monitoring program and will form the work program for the following year. This will ensure that implementation of the regional plan remains current and responsive to regional conditions.

## Implementing the plan

The regional plan includes 24 objectives under 5 themes that articulate intended outcomes, activities, and policy positions. These are communicated through actions and strategies to be the focus for the next 5 years and contribute towards achieving the vision in 2041.

The plan comprises of 20 actions to implement the plan. 10 of these actions are to be led by the department and will be coordinated and reported on by its planning division. An overview of the scope, rationale and stakeholders proposed to be involved in each action is provided later in this section.

10 additional collaborative actions are identified which centre around working across state agencies, the Canberra Region Joint Organisation and Councils to deliver each action. These actions can be completed in tailored approaches based on the action, where agreed by each respective organisation.

The identification of the lead agency and prioritisation of each action will be informed and monitored by the Delivery, Coordination and Monitoring Committee. At this point in time, the scope will be identified in accordance with the governance arrangements established for each collaborative action. The department will maintain a core leadership and reporting role in each collaborative action.

Delivering specific actions are also expected to impact the need for additional infrastructure planning in the region. This will be explored further as the plan is implemented.

## Infrastructure and contributions

Significant investment is required in new development, upgrades to existing facilities, protection of key environmental assets and the provision of growth infrastructure.

Contributions schemes help to fund infrastructure such as roads, public transport infrastructure, pedestrian and cycling paths, health facilities, emergency services, community facilities schools, and open space improvements.

Greater strategic foresight will ensure infrastructure is provided at the right time and in the right location. A regional infrastructure plan could:

- share the costs of growth infrastructure across the public and private sector
- identify other funding sources and approaches, as development contributions alone may not be sufficient to fund the required infrastructure
- consider new approaches to securing unencumbered land for infrastructure in established urban areas.

A regional infrastructure plan could also complement the regional plan by focusing on its actions. Servicing agencies, councils, state agencies and ACT authorities must be consulted as part of this process.

As part of this process, infrastructure plans are to identify gaps in service provision by considering public transport capacity, intersection congestion, and provision sports fields, galleries and cultural facilities.

The NSW Government is undertaking a review of its infrastructure contributions framework and if adopted, would provide a framework for the collection of both local and state contributions to support infrastructure investment. The outcomes of this process are integral to the development of future infrastructure plans.

## Department-led actions for implementation

### Department-led action 1.1

Establish cultural narratives for the region that identify and recognise key Aboriginal stakeholders and the key features, themes and significance of Country to Aboriginal communities.

#### Why

To appropriately recognise Aboriginal knowledge holders in the region to inform ongoing engagement and in forming a greater understanding of the significance of Country in Aboriginal culture, to inform land use planning.

#### How

The Department will work with LALCs, local knowledge holders and other Aboriginal stakeholders across government and in the community, to identify key people, features, events, and themes to recognise the significance of Country and inform greater protection and planning for Country the region.

This action is intended to evolve in an ongoing process of co-design with Aboriginal communities through its inception, development, and implementation.

#### Key supporting stakeholders

- Department of Premier and Cabinet, Aboriginal affairs, and other relevant NSW Government agencies where considered relevant,
- Councils,
- LALCs,
- local Aboriginal knowledge holders and community advocacy groups,
- Others, where considered necessary.

### Department-led action 1.2

Identify potential barriers, bespoke processes, and opportunities to improve ongoing engagement and collaboration with Aboriginal communities in strategic land use planning.

#### Why

To improve engagement with Aboriginal communities and identified knowledge holders as part of the Department's planning processes.

#### How

This process will involve working closely with LALCs and local knowledge holders to identify appropriate processes, reporting, resourcing requirements and where additional support can be provided to equip those brought into planning processes.

This exercise will look to strengthen relationships between government stakeholders and Aboriginal communities in the context of a future review of the Department's community participation plan.

#### Key supporting stakeholders

- NSW Government agencies, where mechanisms will be introduced to impact planning and assessment processes,
- Councils,
- LALCs,
- local Aboriginal knowledge holders and community advocacy groups,
- community members,
- industry,
- Others, where considered necessary.

### Department-led action 6.1

Establish a green and blue grid for the region.

#### Why

To enhance and connect parks, open spaces, bushland, waterways, riparian areas and waterbodies with recreational areas and active transport.

#### How

The Department, together with councils and TfNSW will develop a Blue and Green Grid to provide a spatial understanding of the open space network within the region. The Grid will identify how to improve and better connect existing open spaces allowing the NSW Government and councils to identify long-term and largescale open space priorities.

#### Key supporting stakeholders

- Resilience NSW, Department of Regional NSW, and other NSW Government agencies where relevant
- Councils.
- Canberra Region Joint Organisation
- Aboriginal knowledge holders, as identified through action 1,
- Others, where considered necessary.

### Department-led action 8.1

Develop a South East and Tablelands emissions reduction roadmap that identifies innovative initiatives that can be delivered through an ecosystem of collaboration.

#### Why

To plan for a net zero region by 2050.

#### How

The Department will work closely with key stakeholders to establish a roadmap of initiatives to support business and industry to improve energy efficiency, reduce emissions and encourage the use of renewables.

#### Key supporting stakeholders

- Office of Energy and Climate Change, Department of Regional NSW, and other NSW Government agencies where relevant
- Canberra Region Joint Organisation
- Service providers
- Industry
- Others, where considered necessary.



Footbridge in Bermagui North Lagoon, Bermagui, NSW.

### Department-led action 9.1

Develop a circular economy strategy for the region that identifies initiatives to address barriers and opportunities in priority growth sectors (employment industries) in transitioning to a circular economy, as guided by the principles set by the NSW Government Circular Economy Policy Statement.

#### Why

To help understand the flow of materials, structures and regulatory requirements/ changes that would support the circular economy initiatives.

#### How

The Department will work closely with key stakeholders, including the Canberra Region Joint Organisation and Bega Valley Shire Council and industry stakeholders, to identify several initiatives and processes to support business and industry adopt and implement circular economy approaches.

Key consideration will be given to the model developed in the Alpine and Far South Coast subregion.

#### Key supporting stakeholders

- Department of Regional NSW, Department of Primary Industries, Environmental Protection Authority, and other NSW Government agencies where relevant
- Canberra Region Joint Organisation,
- ACT Government,
- Councils
- Industry stakeholders
- Others, where considered necessary.

### Department-led action 10.1

Explore the development and implementation of a sub-regional water strategy for the Capital subregion that addresses water security, infrastructure provision and allocation.

#### Why

To identify the options and solutions to resolve long term water security for the Yass and Queanbeyan LGAs. The Department will work closely with key stakeholders to identify enabling water infrastructure that is required to provide long term water security.

#### How

Resolving matters relating to water security will provide opportunities to define the strategic capacity for growth in Queanbeyan, Yass and surrounding areas such as Murrumbateman and Bungendore.

#### Key supporting stakeholders

- Department of Regional NSW, NSW Office of the Cross-Border Commissioner, Water NSW, Department of Premier and Cabinet and other NSW Government agencies where relevant
- Yass Valley, Queanbeyan–Palerang and Goulburn–Mulwaree Councils
- ACT Government
- Servicing agencies.

### Department-led action 15.1

Investigate the introduction of a regional job precinct in the Tablelands subregion by leveraging existing planning and investigations into the Southern Highlands Industrial Precinct.

#### Why

To promote greater investment in long-term and innovative employment generating activities.

#### How

The Department will work with key stakeholders, including DRNSW, Transport for NSW, Council and industry to complete a gap analysis of the Southern Highlands Industrial Precinct and where under the Regional Jobs Precinct model, investment can be targeted.

This action will identify appropriate priorities for sequencing of services and infrastructure with development, and how to resolve key land use planning barriers.

#### Key supporting stakeholders

- Department of Regional NSW, Transport for NSW and other NSW Government agencies where considered relevant,
- Wingecarribee Shire Council
- Industry
- Service providers.

### Department-led actions 17.1

Prepare a place strategy for the Batemans Bay Strategic Cluster to coordinate strategic planning and infrastructure decisions.

#### Why

To provide a clear framework to enable growth and target future investment.

#### How

The Department will complete a place strategy for the Bateman's Bay Strategic Clusters which will set the vision for the area and how by working together, we can make a difference. This approach identifies appropriate provisions that need to be in place to support change and growth, through planning and infrastructure.

The strategy will involve the preparation of relevant technical studies and identify implementation mechanisms through the planning framework.

#### Key supporting stakeholders

- DRNSW, Transport for NSW and other NSW Government agencies where considered relevant,
- Eurobodalla Shire Council
- Service providers
- Community members
- Aboriginal knowledge holders.



### Department-led action 20.1

Undertake an assessment of the type and capacity of the services (movement generators) accessible to the population within a 30, 60 and 90 minute road-based trip of a strategic centre, cluster and other locations, to inform recommendations to other agencies, councils on the sequencing improvements.

#### Why

To better understand existing and future infrastructure requirements to service a growing community.

#### How

The Department will work with key NSW government agencies, councils and servicing agencies, among others, to identify existing and current infrastructure constraints/ barriers.

The Department will work closely with other agencies on identifying an integrated land use and transport assessment of the region to identify where better connections can be made or improved, and the role of land use planning to support delivery and future investment.

#### Key supporting stakeholders

- Transport for NSW, NSW Health, Schools Infrastructure NSW, Infrastructure NSW, and other NSW Government agencies where considered relevant,
- NSW Office of the Cross-Border Commissioner
- ACT Government
- Canberra Region Joint Organisation
- Councils.

### Department-led action 21.1

Establish an Urban Development program for the South East and Tablelands Region to better identify, coordinate and prioritise enabling infrastructure for new housing, employment land and monitor delivery.

#### Why

To unlock housing growth through coordinated infrastructure delivery and planning.

#### How

The Department will work with the NSW Cross Border Commissioners Office, the ACT Government, councils and servicing agencies to build upon the land and housing monitor established for the LGAs in the Capital subregion. This program will be modelled off the existing Urban Development Program being delivered in the Illawarra–Shoalhaven Region.

#### Key supporting stakeholders

- Transport for NSW, and other NSW Government agencies where considered relevant,
- NSW Office of the Cross-Border Commissioner
- ACT Government
- Canberra Region Joint Organisation
- Service providers
- Councils.

### Appendix A - Strategic alignment – (Strategies summary)

In assessing the consistency of strategic and local plans against the Regional Plan, an assessment table has been provided at <https://www.planning.nsw.gov.au/Plans-for-your-area/Regional-Plans/South-East-and-Tablelands>

# Glossary

## Affordable housing

Housing for very low-income households, low income households or moderate-income households, as prescribed by regulations or provided for in an environmental planning instrument.

## Agritourism

experiences in which a tourist visits a farm or producer to learn more about their property, farming activity or produce.

## Biodiversity

The variety of life on Earth. The life forms, the different plants, animals and microorganisms, the genes they contain and the ecosystems they form.

## Circular economy

A circular economy values resources by keeping products and materials in use for as long as possible. Maximising the use and value of resources brings major economic, social and environmental benefits. It contributes to innovation, growth and job creation, while reducing our impact on the environment.

## Climate change

A change in the state of climate that can be identified by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer. 19

## Climate refugia

Areas where species can retreat to and persist in under changing environmental conditions. Refugia are areas that maintain favourable climatic conditions absent in the surrounding landscape, thereby safeguarding the persistence of biodiversity.

## Employment lands

Land that is zoned for industrial or similar purposes in planning instruments. These uses include manufacturing; transport and warehousing; service and repair trades and industries; integrated enterprises with a mix of administration, production, warehousing, research and development; and urban services and utilities.

## First mile/last mile

The first and final stage of a journey in which people or goods travel to a broad range of origins or destinations, such as the trip between a train station and the final destination of a shopping centre or place of work

## Green infrastructure

The network of green spaces, natural systems, and semi-natural systems that support sustainable communities, including waterways; bushland; tree canopy and green ground cover; parks; and open spaces that are strategically planned, designed, and managed to support a good quality of life in an urban environment.

## Housing affordability

The capacity of individuals or households to enter the rental and privately owned housing markets.

## Housing density

A measure of how intensively a residential area is developed, based on the number of dwellings per hectare. Low is up to 15 dwellings/ha, medium 16 to 60 and high more than 60.

## Housing diversity

The mix of housing types such as detached dwellings, boarding houses, dual occupancies, group homes, hostels, multi-dwelling housing, residential flat buildings, secondary dwellings, semi-detached dwellings, seniors housing and shop top housing

## Place Strategy

Place-based strategy that provides coordination and delivery of planning, infrastructure and government services. It does not rezone land but provides a spatial representation of key planning factors for that place. This may include areas of high-biodiversity value, key transport links, including cycle paths, areas where development is anticipated and where key supporting infrastructure will be provided to service growth (e.g., schools, sewer, water, roads). A place strategy may include a vision, directions, structure plan and an infrastructure delivery framework.

## Prescribed body corporates

a corporation set up under the Corporations (Aboriginal and Torres Strait Islander) Act 2006, which manages and protects the native title rights and interests of native title holders.

## Public spaces

Public spaces are all places publicly owned or of public use, accessible and enjoyable by all for free. They include open spaces, public facilities and streets.

### Renewable energy zone

A modern-day power station which combines energy generation such as wind and solar, storage such as batteries, and high voltage poles and wires to deliver energy to the homes, businesses and industries that need it.<sup>17</sup>

### Resilience

Resilience is the capacity of individuals, communities, businesses and systems within a city to survive, adapt and thrive no matter what kinds of chronic stresses and acute shocks they experience (100 Resilient Cities).

### Smart Cities

Smart cities are those which leverage innovative technologies to improve the quality of life of communities by enhancing the function and access to services – i.e., by strengthening data analysis and collaboration between people, organisations and governments to better understand how people engage with their environment.<sup>18</sup>

### Social housing

Housing for people on low incomes or people in housing crisis, owned or managed by government or community housing providers. Rents are based on income.

### Strategic planning

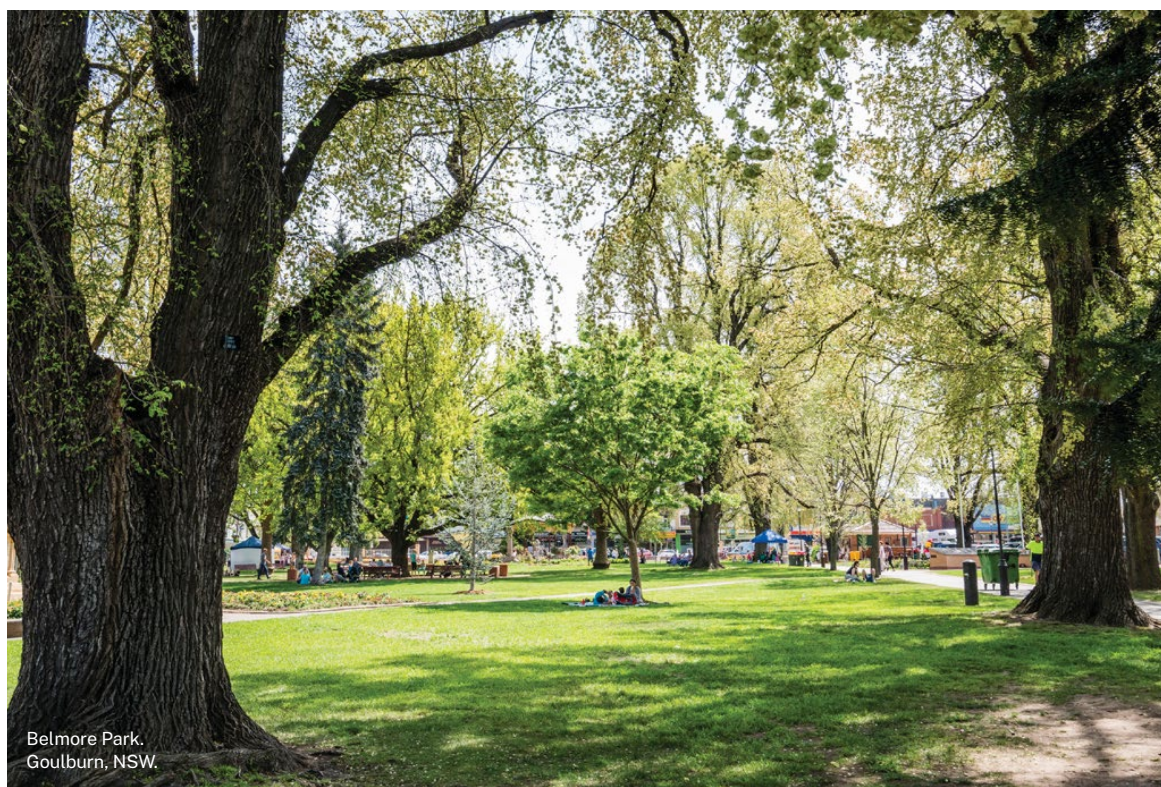
Includes the preparation of Local Strategic Planning Statements (LSPS), local housing strategies, employment land or retail studies, and other activities undertaken to support the development of local and regional plans by all levels of government.

### Sustainability

Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

### Urban Development Program

The NSW Government's program that manages land and housing supply, monitors the planning, servicing and development for new urban areas as well as the provision of housing.



Belmore Park,  
Goulburn, NSW.

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## Planning and Environment

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16 September 2022

Mr Daniel Thompson  
Director Southern Region  
PO Box 5475  
Wollongong NSW 2520

By email: [southeast.tablelands@planning.nsw.gov.au](mailto:southeast.tablelands@planning.nsw.gov.au)

Dear Mr Thompson,

#### **Draft South East and Tablelands Regional Plan 2041**

Thank you for the opportunity to provide feedback on the draft South East and Tablelands Regional Plan (2041). It is noted that regional plans offer an opportunity for the NSW Government to identify a vision, directions and priorities for the region. The draft South East and Tablelands Regional Plan 2041 forms a review of the existing plan drafted in 2017.

Council is supportive of the prominence in the plan given to recognising, engaging and empowering First Nations People. However, other parts of the draft plan are hard to read, difficult to interpret, and the plan appears to be poorly structured. In addition population projections identified for the Snowy Monaro Region are considered low and do not consider the impacts of major projects, seasonal workers or visitors to the region.

The draft plan seems to represent a regression from the South East and Tablelands Regional Plan and does not provide a clear direction for the region.

Council's Strategic Planning team has reviewed the draft plan and provided specific comments in appendix A below.

Council would encourage the Department to work closely with Council's Strategic Planning team to address concerns raised.

Should you have any queries regarding this matter, please contact Council's Strategy Development Department on (02) 6451 1416.

Yours faithfully

Peter Bascomb

**Chief Executive Officer**

**Snowy Monaro Regional Council**

## Appendix 1 – Comments on Draft South East and Tablelands Regional Plan

Snowy Monaro Regional Council's Strategic Planning Team have reviewed the draft South East and Tablelands Regional Plan (SETRP) 2041. Detailed feedback has been provided in the order of the document. A briefing with Councillors was held on 1 September, comments raised by Councillors at this session have been incorporated below.

### General comments and document structure

The document structure is generally difficult to follow and is not formatted in a way that makes it easy to understand directions and respond strategically. This is of particular concern as local strategy documents and planning proposals must address and show consistency with the SETRP. The complicated structure makes this process more complex to undertake and assess and may lead to undesirable outcomes.

A general error was noted on page 7 of the draft document under collaborative planning. The draft document states "The role of the Department and Planning and Environment" it is understood this should read 'the Department of Planning and Environment'.

### Vision

The vision statement appears to reflect on existing industries, such as the statement that "Sustainable agriculture, tourism and renewable energy are key industries". These are existing industries in the region, and the vision lacks direction. Consideration could be given to what emerging or new industries will be over the next 20 years, such as knowledge-based industries, data centres and emerging technology/manufacturing industries. In addition, the direction could be given to existing industries which are likely to experience challenges, such as forestry.

### Population Forecasts

The population projections provided for the Snowy Monaro Region are considered overly conservative and not useful for forecasting housing or infrastructure needs. The plan identifies that the Snowy Monaro will grow by 2,810 people, which is inconsistent with forecasts undertaken as part of the Snowy Mountains Special Activation precinct and Council's Population Forecasts.

It is understood that significant infrastructure projects such as Snowy 2.0 and the Snowy Mountains Special Activation precinct have not been considered in these projections. The lack of consideration of population impacts from these projects is concerning as these projects will have direct implications for housing, employment and infrastructure and will have far-reaching community, economic and demographic implications, which need to be considered in strategic planning for the region.

It is also noted the projections do not consider the impact or increase in seasonal workers and visitors to the region. The Snowy Monaro Region receives high visitation numbers throughout the year and a significant seasonal workforce, which requires consideration in strategic planning and infrastructure delivery.

### Part 1 the region's spatial structure

It is not apparent or well understood why the region is being broken into sub-regions. The sub-region theme does not appear to continue through the plan, and part 1 does

not appear to provide much substance other than to provide a local narrative to LGAs and strategic centres.

It is also not clear how the boundaries of the sub-regions was determined. For example, the northern sub-region, referred to as the 'Tablelands sub-region, clusters three LGAs in Hilltops, Upper Lachlan and Wingecarribee, which have little strategic or physical connection to each other, nor are aspirations of this clear in the plan.

In reference to the Snowy Monaro, it is clustered with Eurobodalla and Bega. There are many consistencies and strategic connections between the Snowy Monaro and the South Coast, but this is not apparent in this section. There is little focus on the strategic advantages and similarities of this sub-region. The significance of this area for biodiversity protection, agricultural production, tourism and forestry is not well reflected in the draft plan. With the declaration of the South East Forestry Hub, particular economic and infrastructure benefits can be shared and optimised between this sub-region.

Consideration could be given to subregions not running along LGA boundaries and clustering areas with similar impacts and industries. In the Northern Part of the Snowy Monaro LGA, particular areas around Michelago would be considered to have a closer relationship and similar characteristics to the Capital Sub-region rather than the South Coast.

The priorities for Cooma as a Strategic Centre are supported. It has been well established that a deficiency in employment lands, particularly industrial land, is becoming a constraint on investment. Identifying more industrial land is a priority for Council, and this is reflected in the NSW Government Regional Economic Development Strategy (REDS).

#### **Theme 1 Recognising Country, People and Place**

Council supports this theme and encourages further engagement and support of First Nations People. First Nations People and Communities are valuable knowledge holders and influential community leaders. Collaborative Action 4.1 is supported and consistent with Actions in Council's LSPS.

#### **Theme 2 Enhance Sustainable and Resilient Environments**

Generally, the commentary and aspirations of this theme are supported. However, there is little clarity on how aspirations of biodiversity protection and environmental enhancement will be delivered and proposed monitoring appears limited at best. Overall this section lacks substance and clarity. This section could be redrafted to identify what the NSW Government priorities are and what is sought by these initiatives.

#### **Theme 3 Leveraging diverse economic identities.**

Figure 16 of the draft document shows strategic transport directions. For some reason, this only includes air, sea and the inland rail. It should be noted other strategic rail connections exist in the region, including Sydney to Melbourne and Canberra. Also, the air links do not show the Snowy Mountains Airports connection to Brisbane operated by QantasLink.

Page 79 of the draft document outlines the need to develop a 24-hour economy. The regional nature of much of the region may negate the need and desire for a 24-hour

economy. Instead, expanding the night-time economy may be preferred and achievable.

#### **Theme 4 planning for fit for purpose housing and services**

The difference between department-led action 17.1 and collaborative action 17.3 is poorly understood. The Department may wish to undertake a placed-based plan for Batemans Bay Strategic Structure but does not view other strategic centres as a priority. It is not well understood as to the resource burden the 'collaborative actions' will have on Council, and this should be further explained, identified and recognised in the plan.

In terms of improving housing affordability, consideration could be given to State Government policies and revenue, which promotes an unaffordable and unsustainable housing market. For example, the Department may wish to consider a review of the short-term rental accommodation (STRA) sections of the Housing SEPP, which has facilitated a reduction in long-term housing options and has led to increased land use conflict and complaints.

Objective 22 identifies the need to improve transport connections between the Alpine, South Coast and Snowy Valleys region. This is supported by Council and noted improvements in transport connections, particularly B-double connections, would lead to significant improvements and efficiencies in industry and freight movements.

#### **Implementation of the plan**

The implementation of the plan section identifies that the plan provides for 20 actions; 10 Department-Led and 10 Collaborative. The section then lists and gives additional context to the 10 Department-Led but does not do this for the collaborative actions. The reason for the elective identification of Action is not apparent and continues the confusing jumping back and forth of references throughout the document.

The implementation section also briefly outlines infrastructure and contributions, including identifying the potential need for a regional infrastructure contribution. However, little detail is provided as to what value this would bring and what infrastructure it may deliver and provides no clarity for the delivery or implementation of the plan.

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### 9.3.5 ROAD NAMING FOR SUBDIVISION OF 10 JINDABYNE ROAD, BERRIDALE

Record No: I22/591

#### OFFICER'S RECOMMENDATION

That Council

- A. Endorse the names Higgins Circuit, Hyles Street and Try Street to go to the Geographical Names Board for pre-approval
- B. Endorse the name Higgins Circuit, Hyles Street and Try Street to be publicly advertised for a period of 28 days

#### ISSUES

Subdivision requires road name approval with Geographical Names Board.

#### RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Low	Yes
Economic Activity	Low	Low	Yes
Environmental Security	Low	Low	Yes
External Political Environment	Low	Low	Yes
Financial Sustainability	Low	Low	Yes
Health and Safety	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Low	Low	Yes
Service Delivery	Low	Low	Yes

It is considered the risks associated with the name proposal are low.

#### FINANCIAL IMPACTS

Costs are part of the ongoing service provided by Council and this work can be undertaken within the existing budgets.

**RESPONSIBLE OFFICER:** Chief Strategy Officer

#### OPTIONS CONSIDERED

No other options were considered as the proposed names fall within NSW Address Policy and User Manual Guidelines and are consistent with road naming themes for Berridale.

## **IMPLEMENTATION PLANS**

This will be implemented by:

- 1) Creating a road naming proposal for each road within the Geographical Names Board Online Road Naming Portal and advancing this proposal to the stage of consideration of pre-approval by the Geographical Names Board within the portal
- 2) In Liaison with Communications, notify public these proposed street names in the Monaro Post for period of 28 days and respond to any submission as required.

## **EXISTING POLICY/DECISIONS**

Road naming is to adhere to the 2021 NSW Address Guidelines and User Manual. Link:

[https://www.gnb.nsw.gov.au/\\_data/assets/pdf\\_file/0004/229216/NSW\\_Address\\_Policy\\_and\\_User\\_Manual\\_2021.pdf](https://www.gnb.nsw.gov.au/_data/assets/pdf_file/0004/229216/NSW_Address_Policy_and_User_Manual_2021.pdf)

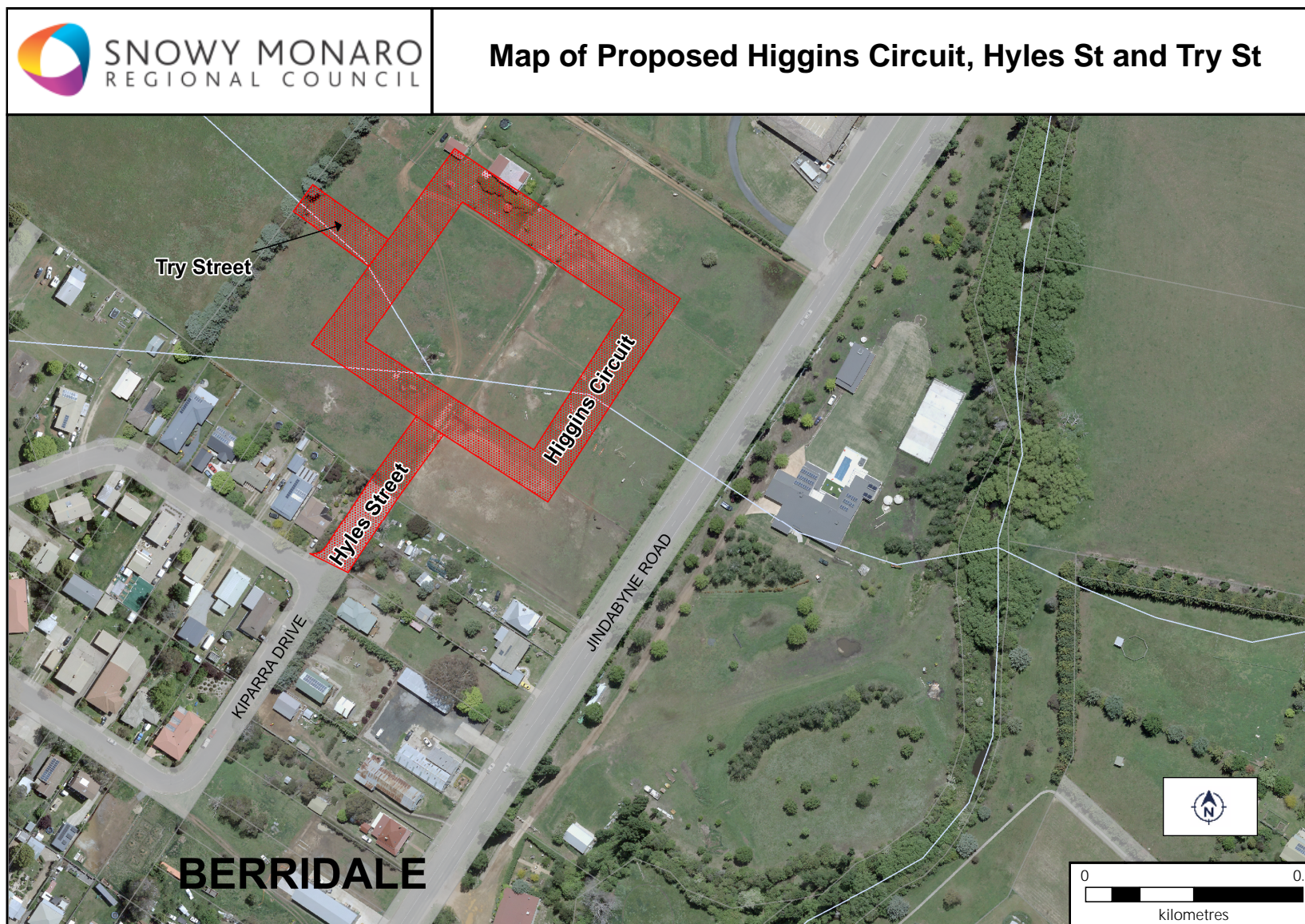
## **BACKGROUND**

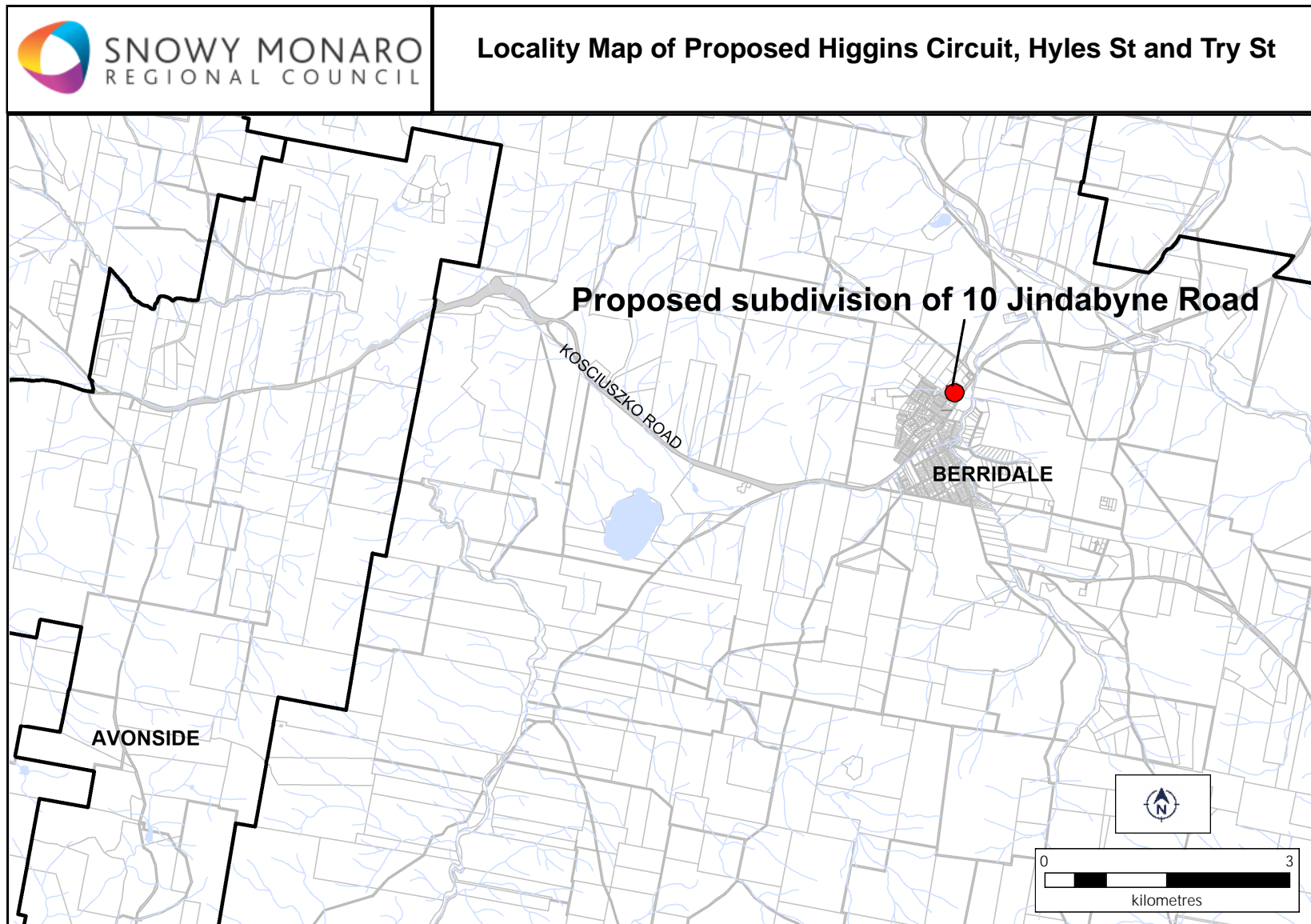
A 38 Lot subdivision has been proposed for 10 Jindabyne Road Berridale under DA 10.2021.382.1. A requirement of the DA approval is that the new roads proposed as part of the subdivision be named according to the NSW Address Policy and User Manual 2021. As such the development proponents put forward the names, Higgins Circuit, Hyles Street and Try Street.

These road names meet the theme of road naming for Berridale of naming roads to commemorate war service men and woman, particularly the fallen during World War 1 and World War 2. In this case the name Higgins (Marcus Higgins) is commemorated on the Berridale War Memorial after dying in World War 1. Try (Ernest Christian Try 1887 – 1917) and Hyles (Oscar Hyles – 1889 to 1918) both died in France in 1917 and 1918 respectively are not commemorated on the Berridale War Memorial, giving the opportunity to commemorate these war serviceman from the Berridale region who gave their life by naming Berridale streets after them.

## **ATTACHMENTS**

1. Proposed road extents and names for 10 Jindabyne Road subdivision
  2. Locality Map for roads within proposed subdivision at 10 Jindabyne Road Berridale
-





### 9.3.6 BOMBALA CARETAKERS COTTAGE - REFURBISHMENT ESTIMATES

Record No: I22/573

#### OFFICER'S RECOMMENDATION

That Council:

- A. Demolish the Caretakers' Cottage at the Bombala Showground.
- B. Seek a variation for the remainder of the funds post demolition to address alternative options to be identified by the Bombala Exhibition Ground Project Engagement Group.

#### ISSUES

Quotations were sought for the renovation of the caretaker cottage located at the Bombala Exhibition Ground. These are non-intrusive quotes, as permits are required to remove any part of the building due to the asbestos content. The cost of a detailed invasive quote, to reduce risk for this project, \$15,000. This would then result in a \$30,000 cost for two quotes significantly reducing the funds available.

As a result, no sub surface investigations other than the floor, were undertaken. The structural integrity and pest status is unknown. This increases the risk significantly and it is likely additional costs will be incurred above the quotes received. All of the quotes exclude removal of asbestos from the external surfaces of the building and additional termite protection works (specialist services). Roof restoration is not included in the quotes, with Council's asset management plan indicating there is only 5 year's life left in the roof. As such it is expected there will be works required either now or in the medium term to the building's roof.

A contingency value of 25% has been applied to account for the expected variations from not being able to undertake an invasive inspection. This contingency is supported by experience on previous projects such as the Dalgety Showground Pavilion and Cooma Multifunction Centre. This contingency would not cover replacement of the roof.

#### RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Low	Yes
Financial Sustainability	High	Medium	Yes
Health and Safety	High	Medium	Yes
Legislative Governance and Compliance	High	Low	Yes
Reputation and Image	High	Medium	No

#### FINANCIAL IMPACTS

\$150,000 of the original grant funding remains unexpended at this point in the project.

**Estimate 1:** Scope of works (\$189,200)+ project management (10%) + Contingency (25%)

**TOTAL \$236,500**

This scope of works would include; internal asbestos removal, bathroom and kitchen upgrades, internal laundry, floor coverings, electrical and plumbing upgrade and doors windows, painting and major structural upgrades (bearers and joists etc) to ensure building meets code.

This quote does not include external asbestos removal, termite protection or any additional structural damage found during the project.

**Estimate 2:** Scope (\$148,913) + project management (10%) + Contingency (25%)

**TOTAL \$186,141**

This scope of works would include; internal asbestos removal, bathroom and kitchen upgrades, internal laundry, floor coverings, electrical and plumbing upgrade and doors windows, painting and major structural upgrades (bearers and joists etc) to ensure building meets code.

This is an estimate only and does not include external asbestos removal, termite protection or any additional structural damage found during the project.

**RESPONSIBLE OFFICER:** Acting Manager Corporate Projects

#### OPTIONS CONSIDERED

No options were considered as the report is providing a response to a previous resolution of Council.

#### IMPLEMENTATION PLANS

The following are the main stages if adopted:

1 November 2022: Variation submission lodged for remaining funds to Showground Stimulus Fund

30 November 2022: Variation approval gained

1 December 2022 to 30 June 2023: Expend remaining funds/project delivered.

#### EXISTING POLICY/DECISIONS

##### COUNCIL RESOLUTION

1/22

That Council

- A. Proceed with obtaining a minimum of 2 quotes for the renovation of the Bombala cottage and a report comes back to Council
- B. Not proceed with the previously approved \$75,000 loan for the caretaker cottage project.

Moved Councillor Stewart

Seconded Councillor Frolich

CARRIED

Record of Voting

9.3.6 BOMBALA CARETAKERS COTTAGE - REFURBISHMENT ESTIMATES

---

<i>Councillors For:</i>	<i>Councillor Beer, Councillor Castellari, Mayor Davis, Councillor Frolich, Councillor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart and Councillor Summers.</i>
<i>Councillors Against:</i>	<i>Nil.</i>

**ATTACHMENTS**

1. Bombala Caretaker Cottage - Quote 1 - **Confidential**
2. Bombala Caretaker Cottage - Estimate 2 - **Confidential**

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### 9.3.7 ORGANISATIONAL PERFORMANCE REPORT - AUGUST 2022

Record No: I22/654

#### OFFICER'S RECOMMENDATION

That Council;

- A. Defer OP Action Title: 9.3.2.3 PROJECT: To investigate opportunities to employ local people with a disability at ScrapMart tip shops from the 2022-2023 operational plan year to the 2023-2024 operational plan year.

#### ISSUES

- This report covers the period of August 2022, and represents the second month of the adopted Delivery Program 2022-2026 and Operational Plan 2022-2023.
- The Integrated Planning and Reporting Guidelines for Local Government in NSW requires that progress reports are provided to Council with respect to the principal activities detailed in the Delivery Program at least every six months. In comparison to the 2021 – 2022 financial year, where progress on actions and projects were reported on against the Operational Plan 2021 -2022 only, a shift with our reporting will now focus on monitoring our progress towards our commitment to our community within the Delivery Program 2022-2026. To improve transparency and timeliness, reporting will occur monthly. This ensures that where any variations occur these are identified early.
- Implementing the major changes to the system to change from the former operating plan reporting to reporting against the delivery program is still a work in progress. Kpi data will be reported against the delivery program commencing from october, 2022. While the set-up has been completed, further testing will continue throughout september to ensure the data presented to council and our community is accurate.
- Work will continue to bring the performance reporting features back into operation to allow reporting against the delivery program and continue to improve the reporting to allow the councillors to monitor progress against the initial projections.
- The information on the achievement and estimates of percentage completion are all accurate.

The summary below indicates performance up until end of August 2022, against the actions included in the 2021 – 2022 Operational Plan, delivering progress towards the 2022-2026 Delivery Program principal activities and projects. The progress against targets compares against the year to date completion targets. A result of more than 100% indicates that overall more items are assessed as ahead of target than behind.

## OVERVIEW

### OP ACTION SUMMARY

By Performance

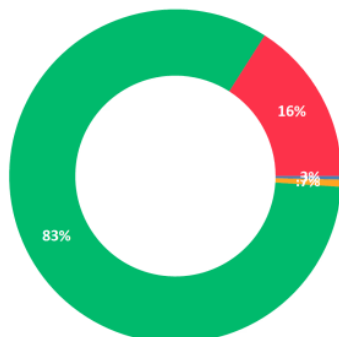
**239** On Track

**46** Off Track

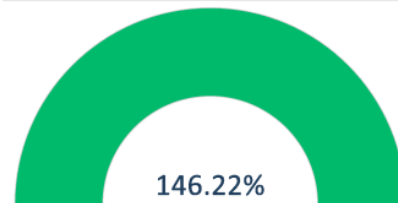
**2** Monitor

**1** Not Applicable

#### OP Action Status



#### OP Action Progress Against Targets



288 op actions reported on  
239 At least 90% of op action target achieved  
02 Between 70% and 90% of op action target achieved  
46 Less than 70% of op action target achieved  
01 op actions with no target set

**Table 1: Notable achievements (Selected activities from the full report)**

**Delivery Program:** Operation of Waste Facilities, Transfer Stations and Buyback Stores (ScrapMart)

OP Action Title: 9.3.2.2 Continue to improve, stock and promote Council's buyback facilities (ScrapMart)

With the expansion of hours that have occurred at both Jindabyne and Cooma ScrapMart facilities, interest of customers has grown. Jindabyne ScrapMart has also taken the initiative to create/build garden bed frames from timber and scrap metals items that are then resold through the facility.

Bombala Resource and Waste Staff are currently in the process of converting and upgrading an onsite shed into a ScrapMart facility, which will then service the residents and surrounding communities of the Bombala region. Once the facility upgrades have been completed community communication and a grand opening will occur, with a date yet to be decided.

**Delivery Program:** Undertake routine parking patrols of the Cooma and Jindabyne townships.

OP Action Title: 13.2.7.2 Undertake patrols of unlawful camping within leased foreshore area around Lake Jindabyne throughout winter period

Council has undertaken weekend evening and random week night patrols of the unlawful camping activities in Jindabyne throughout the winter season. During the month of August 199 cautions and 187 infringement notices were issued. Some day time patrols were undertaken during the week to talk with campers and provide information. The continued and consistent patrols undertaken by Council's Ranger Services has seen a marked improvement in the management of overnight campers in the public carparks and lake foreshore areas.

**Delivery Program:** Deliver internal corporate project management services to the organisation.

OP Action Title: 10.3.9.4 PROJECT: Craigie Little Plains River Bridge Replacement

<p>OP Action Title: 10.3.9.5 PROJECT: Deep Creek Bridge Replacement</p> <p>OP Action Title: 10.3.9.6 PROJECT: Peak Creek Bridge Replacement</p>
<p>The above three bridge projects are completed and open to traffic. The bridges are the replacement of former timber bridges with composite bridges of concrete and steel. These replacements will ensure infrastructure into the future, with the benefit of increased resilience through natural disasters such as bushfires and flooding as well as reduced maintenance effort.</p> <p>There is some additional works being undertaken on the approaches to the bridges to ensure safety and driver comfort as a value add to the projects.</p>
<p><b>Delivery Program:</b> Deliver internal corporate project management services to the organisation.</p> <p>OP Action Title: 12.1.2.13 PROJECT: Bombala Depot - Female Amenities</p>
<p>This project allows for additional and new facilities in the Bombala Council depot for the use of female employees.</p>
<p><b>Delivery Program:</b> Provide Strategic Planning services to the organisation.</p> <p>OP Action Title: 12.4.2.13 PROJECT: Local Infrastructure Contributions Plan (LICP) - staged development</p>
<p>This project has been completed ahead of schedule. The new plan has been adopted by Council and taken effect. This project was a large piece of work to reconcile the three former Council's developer contribution plans. Significant research, auditing of the former plans, and consultation was undertaken to allow for the formulation of the new Snowy Monaro Local Infrastructure Contributions Plan.</p>

**Table 2: Identified variances for off track projects/services**

<p><b>Delivery Program:</b> Partner with external stakeholders</p> <p><b>Project:</b> OP Action Title: 9.3.2.3 PROJECT: Investigate opportunity to employ local people with a disability at ScrapMart tip shops</p>
<p><b>Variation Reason:</b> An unplanned loss of resources has meant that the waste area is currently focused only on business as usual and essential capital projects, such as the Jindabyne transfer station development. This will not allow the level of engagement and communication needed to successfully provide employment opportunities as envisaged if Council proceeds now.</p> <p><b>Impact:</b> Minimal Impact – Improved consultation with disability stakeholders will allow for tailored opportunities in a safe work environment, leading to better long term outcomes for the community.</p>

**Table 3: Projects and activities requiring monitoring**

<p><b>Delivery Program:</b> Maintain Community transport service provision</p> <p>OP Action Title: 4.3.1.1 Maintain Community Transport service provision through the ongoing recruitment and retainment of volunteer drivers</p>
<p>All service streams have been delivered, however output data is not yet available to determine if service levels have been reached. Funding is maintained this month, however the trend indicates that due to a lack of drivers that our outputs may not be met. This is yet to be confirmed.</p> <p><b>Impact:</b> Funding at this stage is not impacted.</p>
<p><b>Delivery Program:</b> Public and Private Lands Inspected – Biosecurity Weeds</p> <p>OP Action Title: 7.4.1.1 Public and private lands inspected</p>
<p><b>Status:</b> 278 property inspections occurred during July and August. Boggy conditions continue to hamper access to properties, thus limiting the areas in which our Biosecurity Officers can operate. Inspections are currently skewed towards smaller holdings that can be accessed on foot or with less chance of getting bogged and causing damage to a ratepayer's property.</p> <p><b>Impact:</b> Minimal impact given that it is not high growing season; however, another wet spring and summer season may continue to impact access to public and private properties affecting the number of inspections undertaken on the larger properties.</p>

## RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Low	Yes
Economic Activity	Low	Low	Yes
Environmental Security	Low	Low	Yes
External Political Environment	Medium	Low	Yes
Financial Sustainability	Medium	Low	Yes
Health and Safety	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Medium	Low	Yes
Service Delivery	Low	Low	Yes

Council's adopted Delivery Program and Operational Plan are the mutually agreed plans with our community. Any variance through not being able to meet measures, actions, and delivering projects increases the risks of financial sustainability and significant reputational risk. Providing updated information on the current status reduces the risk of reputational damage.

## **FINANCIAL IMPACTS**

Budget variances are currently reported separately through the budget reporting. Due to the financial position of the Council there is a strong focus on amending the scope of projects to stay within the available funding.

**RESPONSIBLE OFFICER:** Coordinator Strategy Development

## **OPTIONS CONSIDERED**

It is a statutory requirement to report a minimum every six months to Council; however, a move towards monthly reporting has been implemented to focus on improved accountability and increased agile decision making across the organisation.

## **IMPLEMENTATION PLANS**

Adopted variances to the 2022-2026 Delivery Program will be undertaken in accordance with the IPR guidelines and amendments to the original adopted 2022-2023 Operational Plan.

## **EXISTING POLICY/DECISIONS**

In accordance with Section 404 of the *Local Government Act 1993* (the Act) and the Integrated Planning and Reporting Guidelines for Local Councils in NSW 2021, the Chief Executive Officer must ensure that regular progress reports are provided to Council with respect to the principle activities detailed in the Delivery Program. Progress reports must be provided at a minimum every six months.

## **ATTACHMENTS**

1. Organisational Performance Report - August 2022
-



## Action and Task Progress Report- Standard

Snowy Monaro Regional Council (SMRC)

camms**strategy**

Print Date: 04-Sep-2022

## OVERVIEW

### OP ACTION SUMMARY

By Performance

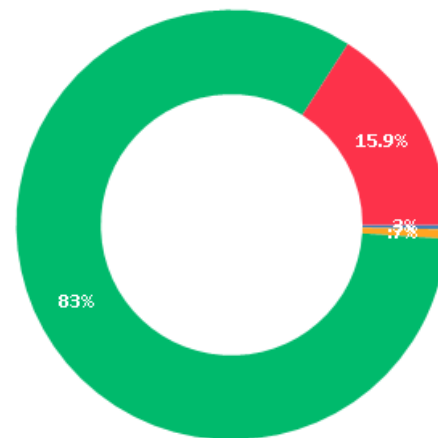
**240** On Track

**46** Off Track

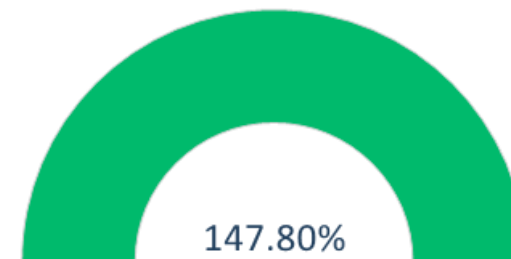
**2** Monitor

**1** Not Applicable

#### OP Action Status



#### OP Action Progress Against Targets



289 op actions reported on  
240 At least 90% of op action target achieved  
02 Between 70% and 90% of op action target achieved  
46 Less than 70% of op action target achieved  
01 op actions with no target set

### OP ACTION PLANS



**GREEN**

At least 90% of op action target achieved



**AMBER**

Between 70% and 90% of op action target achieved



**RED**

Less than 70% of op action target achieved



No target set

\* Dates have been revised from the Original dates

### Communications Portfolio

#### Communications

#### Communication and Engagement

OP Action Title: 14.1.1.1 Monitor afterhours logs daily, update manuals and address key issues and themes to support delivery of effective customer service to the community

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Engagement	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	<div><div></div><div></div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> Daily reports from AH call centre monitored and shared with relevant teams. Monthly meetings with AH call centre manager to address any changes or issues. <i>Last Updated: 01-Aug-2022</i>						

OP Action Title: 14.1.1.2 Ensure consistent branding outlined in the Corporate Style Guide is used across the organisation through continued education and support						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Engagement	In Progress	01-Jul-2022	30-Jun-2023	75%	16.66%	<div><div></div><div></div><div></div></div> GREEN
OP Action Progress Comments: Additional templates being made, documents being uploaded and IT issues being addressed. Project is ongoing						
Last Updated: 02-Sep-2022						

OP Action Title: 14.1.1.3 PROJECT: Establish a Customer Request Management system to improve customer service and streamline allocation of requests through the organisation						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Engagement	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	<div><div></div><div></div><div></div></div> RED
<b>OP Action Progress Comments:</b> Background research on costings and commitments undertaken. Next actions to be taken post presentation of service reviews. Project on hold awaiting recommendations on FF4						
<i>Last Updated: 02-Sep-2022</i>						


OP Action Title: 14.1.1.4 PROJECT: Prepare and implement Community Engagement Strategy						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Engagement	In Progress	01-Jul-2022	30-Jun-2023	75%	16.66%	<div><div></div><div></div><div></div><div></div><div></div></div> <div>GREEN</div>
<b>OP Action Progress Comments:</b> Ahead of schedule, draft developed, final review being undertaken. Community Participation Plan to be incorporated.						
<i>Last Updated: 02-Sep-2022</i>						



*Last Updated: 01-Aug-2022*

### Economic Development and Tourism


OP Action Title: 1.2.1.1 Support eligible events under Council's Major Events Funding Policy

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	82%	16.66%	 GREEN

**OP Action Progress Comments:** The Events Funding Policy has been adopted by Council and is currently in Council's Document Control Process. Once completed, the Policy and Application Form will be uploaded to the web and open for applications. Currently in the process of finalising the application form.

*Last Updated: 25-Aug-2022*


OP Action Title: 14.2.4.1 Undertake engagement activities

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN

**OP Action Progress Comments:** This action was to be deleted. However the ED team has a record of direct engagement with 8 businesses over the last month.

*Last Updated: 25-Aug-2022*


OP Action Title: 5.1.1.1 Maintain involvement in the Regional Economic Development Strategy (REDS) review

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** At present, waiting on the release of the Draft REDS. This action will remain stalled until the draft REDS document is provided to Council for review, anticipated in October.

*Last Updated: 25-Aug-2022*


OP Action Title: 5.1.2.1 Continue to support the Snowy Mountains Special Activation Precinct (SAP)

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN

**OP Action Progress Comments:** Snowy SAP Master Plan released. Coordinator Economic Development ongoing involvement and consultation with SAP and internal business units. Meeting monthly at present with the planning group from RGDC.

*Last Updated: 25-Aug-2022*


OP Action Title: 5.1.3.1 PROJECT: Develop a SMRC Tourism Strategy to support and grow the region's tourism industry to replace Destination Management Plan

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	

**OP Action Progress Comments:** Not started as yet. Due to begin this project in the December quarter.

*Last Updated: 25-Aug-2022*


OP Action Title: 5.1.4.1 Publicise local events in region

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	

**OP Action Progress Comments:** Weekly events e-newsletter distributed through digital channels every Friday. Event promotion (and sign-up promotion) through the Visitor Centre staff, Council websites, Social Media Channels and adverts. Individual event promotion via Social Media and Visit Cooma Calendar. Winter is typically a low season for events. Anticipating number of events to increase in spring.

*Last Updated: 25-Aug-2022*


OP Action Title: 5.1.4.2 PROJECT: Monaro Rail Trail - Undertake investigation and scope the Monaro Rail Trail

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	

**OP Action Progress Comments:** The Trail Development Plan for stage 1A has been completed by the Consultants and working with MRT Inc on the Business Case. A grant application to the Business Case and Strategy Development Fund has been submitted seeking funding for a TDP for stage 2 and reports on biodiversity and biosecurity for stage 1A.

*Last Updated: 25-Aug-2022*

OP Action Title: 5.1.6.1 Review Council tourism websites quarterly for content updates

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	

**OP Action Progress Comments:** Tourism Promotions and Events Officer has reviewed website arrangements. Daily checks and page reviews undertaken with amendments implemented immediately. General aim is to address any gaps in current content about the region.

*Last Updated: 25-Aug-2022*


OP Action Title: 5.1.6.2 Post new social media content fortnightly

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	

**OP Action Progress Comments:** Social Media content includes event notices, weather and road updates, tourism stories interests and other items of interest is posted regularly. Social Media: 29 Facebook posts made during August on Cooma VC Facebook. Reach: 3,860. Engagement 3128 Bombala VC FB reach 1915, 11 posts made.

*Last Updated: 25-Aug-2022*

OP Action Title: 5.2.1.1 Participate in the South East Forestry Hub





Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	

**OP Action Progress Comments:** Economic Development met with Rob de Fegely from South East NSW Forestry Hub. He advised that the Hub has received part of their funding from the federal government and will be developing a work plan to spend it. An advisory group will be formed with the first meeting hopefully in September. Councils ED staff will be invited to participate in the group once formed.

*Last Updated: 25-Aug-2022*

OP Action Title: 5.2.1.2 PROJECT: Investment Attraction Strategy

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
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Coordinator Economic Development	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN
<b>OP Action Progress Comments:</b> Not intended to start this project until December quarter. <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 5.2.1.3 PROJECT: CBD Activation Plans						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>
Coordinator Economic Development	Not Started	01-Jul-2022	30-Jun-2023	0%	16.66%	 RED
<b>OP Action Progress Comments:</b> Not intended to start this project until December quarter. <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 6.2.1.1 Meet with three main chambers of commerce						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Economic Development Officer meets and liaises with the three Chambers regularly and during the last month has spoken to representatives from all three chambers. <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 6.2.1.2 Provide Economic Development newsletter						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>
Coordinator Economic Development	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Next e-newsletter due to be sent in August. Letter preparations are in progress. <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 6.2.1.3 Hold Business Awards						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>

## Executive Office

OP Action Title: 13.2.1.1 Business papers completed and published to Council webpage

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Executive Assistant to CEO, Mayor and Councillors	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	<div><div></div><div></div><div></div></div> GREEN

**OP Action Progress Comments:** Business papers completed and published to Council webpage on 11 August 2022.

*Last Updated: 25-Aug-2022*

OP Action Title: 13.2.1.2 Minutes of Council meeting uploaded to Council webpage

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Executive Assistant to CEO, Mayor and Councillors	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	<div><div></div><div></div><div></div></div> GREEN

**OP Action Progress Comments:** Unconfirmed Minutes of Council meeting uploaded to Council webpage on 24 August 2022.

*Last Updated: 25-Aug-2022*

OP Action Title: 13.2.2.1 The CEO, Mayor, Councillors and Executive are supported in their roles

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Executive Assistant to CEO, Mayor and Councillors	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	<div><div></div><div></div><div></div></div> GREEN

**OP Action Progress Comments:** The CEO, Mayor, Councillors and Executive are supported in their day to day roles through assistance provided by the following positions and cohorts;  
EA to CEO, Mayor and Councillors  
Executive Support Officer  
Secretary Council and Committees

Executive Assistant Cohort  
Knowledge Exchange, Engagement and Networking Cohort (KEEN meetings)  
*Last Updated: 01-Aug-2022*

OP Action Title: 13.2.3.1 Registers with Council decisions are kept updated after each meeting

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Executive Assistant to CEO, Mayor and Councillors	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN

**OP Action Progress Comments:** Registers with Council decisions are kept updated after each meeting - action completed for August 2022 on 24 August 2022.


*Last Updated: 25-Aug-2022*

## Finance Portfolio

### Financial Services

#### Finance


OP Action Title: 13.2.10.1 Co-ordinate the annual Budget, Fees and Charges and Revenue Policy for the Operational Plan

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Finance	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** Planning tasks to begin in November

*Last Updated: 25-Aug-2022*


OP Action Title: 13.2.10.2 Completion and lodgement of the Annual Financial Statements including coordination of Interim and Annual Audits

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Finance	In Progress	01-Jul-2022	30-Jun-2023	50%	50.00%	 GREEN

**OP Action Progress Comments:** Currently on target with year-end plan, with some consideration for unexpected challenges that may impact the timeframes.

*Last Updated: 25-Aug-2022*


OP Action Title: 13.2.10.3 Completion of quarterly Budget Review Statements to Council

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Finance	In Progress	01-Jul-2022	30-Jun-2023	16%	16.00%	 GREEN

**OP Action Progress Comments:** Monthly reporting process is now bedded down with a current review of information and content to improve reliability and relevance of information being reported.

*Last Updated: 02-Aug-2022*


OP Action Title: 13.2.10.4 Ensure Council meets its taxation compliance obligations

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Finance	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN

**OP Action Progress Comments:** On target.

*Last Updated: 02-Aug-2022*


OP Action Title: 13.2.10.5 Cash flow management

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Finance	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN

**OP Action Progress Comments:** Monthly reporting process is now bedded down with a current review of information and content to improve reliability and relevance of information being reported.

*Last Updated: 02-Aug-2022*

OP Action Title: 13.2.10.6 Accounts Receivable Management

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Finance	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN

**OP Action Progress Comments:** On target.

*Last Updated: 02-Aug-2022*

OP Action Title: 13.2.10.7 Review the on costing methodology to ensure that current costs are accurately reflected in the services and projects reliant on specific purpose revenue

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Finance	In Progress	01-Jul-2022	30-Jun-2023	10%	0.00%	 GREEN

**OP Action Progress Comments:** New finance management staff have begun conversations with budget managers to determine adequacy of overall costing methodologies. Update of model will coincide with forward budget process.

*Last Updated: 25-Aug-2022*

OP Action Title: 13.2.10.8 Development and implementation of Grant Funding Policy and Procedures to ensure sound governance and consistency across the organisation in the application for and management of grants

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Finance	In Progress	01-Jul-2022	30-Jun-2023	20%	16.66%	 GREEN

**OP Action Progress Comments:** This task is coinciding with the current requirements for the year end financial statement process.

*Last Updated: 02-Aug-2022*

OP Action Title: 13.2.10.9 PROJECT: Investigate and model Special Rate Variation (SRV) scenarios


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Strategy Development	In Progress	01-Jul-2022	30-Jun-2023	18%	16.66%	 GREEN

**OP Action Progress Comments:** SRV options have been identified within the adopted Long term Financial Plan. Council is now pursuing further discussions with our community to explore the feasibility of an SRV. A project plan has been developed, including milestone dates and an accompanying Community Engagement Plan. A Customer Satisfaction Survey will be undertaken in September to gauge our community's awareness of the SRV option in the Long term Financial Plan as the first step of engagement.

*Last Updated: 25-Aug-2022*

OP Action Title: 13.2.10.10 PROJECT: Independent Financial Audit

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
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Manager Finance	In Progress	01-Jul-2022	30-Jun-2023	5%	5.00%	 GREEN
<b>OP Action Progress Comments:</b> Tender process underway to select preferred consultant. <i>Last Updated: 25-Aug-2022</i>						

## Operations Portfolio

### Built & Natural Environment

#### Biosecurity

OP Action Title: 5.3.1.1 State alert weeds reported to NSW Department of Primary Industries

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** No State alert weeds have been identified during the reporting period. The following suspect weeds have been investigated, Inkweed (*Phytolacca octandra*), Creeping buttercup (*Ranunculus repens*), Watercress (*Nasturtium officinale*), Stinking Roger (*Tagetes minuta*) and Apple of Sodom (*Solanum Linnaeanum*). While each of these weeds has proven to be invasive and/or poisonous, they are not identified as State or regional priority weeds, nor do they pose a significant risk to the Snowy Monaro region's economy, environment or community. A report of Horsetail, which is required to be eradicated in accordance with the South East Regional Strategic Weed Management Plan, was recently confirmed at Khancoban, in the adjoining Snowy Valleys Regional Council area. The plants were growing on a residential verandah and have been destroyed. This weed will clearly grow in our climate, so the Biosecurity team will monitor for its presence.

*Last Updated: 23-Aug-2022*

OP Action Title: 5.3.1.2 State alert weeds treated and neighbouring landowners notified

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN


**OP Action Progress Comments:** No State priority weeds were identified during the reporting period, however staff are monitoring for their presence during inspections. NSW Department of Primary Industries conducted Prohibited matter training at Cooma during July. Biosecurity staff from SMRC, QPRC and Eurobodalla Council were in attendance. Prohibited matter weeds are those with the highest level of control in NSW and are either not yet present in NSW or not yet established. Legislation is used to prevent the entry or establishment of these weeds into NSW. Orange Hawkweed is the only Prohibited matter weed known to occur within the Snowy Monaro region.

*Last Updated: 01-Aug-2022*


OP Action Title: 5.3.1.3 Support actions of the NSW Orange Hawkweed Eradication program

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	Not Started	01-Jul-2022	30-Jun-2023	0%	-	-
<b>OP Action Progress Comments:</b> Orange hawkweed is currently dormant. No on ground actions occur during the winter months. A planning session was held with National Parks and Wildlife Service staff during August to coordinate cross-border surveillance efforts this coming season. The Orange Hawkweed Eradication program is a coordinated effort between NPWS, SMRC, NSW DPI and affected landholders. The program relies on a range of surveillance techniques, including ground inspections, drone surveillance, weed detector dogs and volunteer groups. <i>Last Updated: 23-Aug-2022</i>						


OP Action Title: 7.2.1.1 High risk pathways inspected

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> High risk pathways are those areas that act specifically as conduits for the spread of weeds, ie roadsides and waterways. The Biosecurity team monitor these areas continually; however surveillance increases as the growing season nears and Council's weed control program commences. Surveillance of waterways has recently highlighted the presence of Watercress and Creeping buttercup, which have proven to be invasive. Weeds like Coolatai grass occur in isolated patches along the Monaro highway and are spread by vehicle and plant movements. Coolatai grass is currently dormant. Surveillance will re-commence as we enter late spring and summer. Chilean needle grass occurs along some roadsides and Travelling Stock Routes. It is most visible during late winter and is currently the focus of high risk pathway inspections. <i>Last Updated: 23-Aug-2022</i>						

OP Action Title: 7.2.1.2 High risk sites eg nurseries, rest areas, camping sites inspected

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> High risk sites are routinely monitored throughout the year and form an important part of Council's property inspection program. These are typically high visitation sites or sites that pose a higher risk from the introduction of new weed species. Inspections performed during July did not identify any unexpected weed incursions. <i>Last Updated: 01-Aug-2022</i>						

OP Action Title: 7.4.1.1 Public and private lands inspected

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** 278 property inspections were performed during the months of July and August. Boggy conditions continue to hamper access to properties, thus limiting the areas in which our Biosecurity Officers can operate. Inspections are currently skewed towards smaller holdings that can be accessed on foot or with less chance of getting bogged and causing damage to a ratepayer's property.

*Last Updated: 23-Aug-2022*


OP Action Title: 7.4.1.2 Review Local Weed Management Plans

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	In Progress	01-Jul-2022	30-Jun-2023	10%	100.00%	 RED

**OP Action Progress Comments:** The South East Regional Strategic Weed Management Plan is currently under review, which has significant bearing on the review of Council's Local Weed Management Plan. No progress was made towards reviewing the Local Weed Management Plan during the reporting period, however a Councillor briefing was held during August, in addition to a Biosecurity Advisory Committee meeting; both of were used to advise attendees of the process involved in the review process.

*Last Updated: 23-Aug-2022*


OP Action Title: 7.4.1.3 Regional and local priority weeds are treated on roadsides in accordance with Local Weed Management Plans

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** During the 2021-2022 financial year Council awarded 3yr contracts to a number of local weed control suppliers. 2022-2023 will see Council enter year 2 of this contract arrangement. Council completed a thorough weed control program on its network of roads, reserves and operational lands during the 2021-2022 financial year. All works were completed in accordance with community expectations and the principles of the Snowy Monaro Region Local Weed Management Plan. Minor control works were conducted internally by staff during the reporting period where outstanding issues were identified. Contractors were not instructed to perform work during this period. Works are expected to recommence in October 2022.

*Last Updated: 23-Aug-2022*

OP Action Title: 7.4.1.4 Contractors engaged in three year contracts


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	Completed	01-Jul-2022	30-Jun-2023	100%	16.66%	 GREEN

**OP Action Progress Comments:** Contracts were awarded in 2021-2022 to five local weed control providers throughout the Snowy Monaro Region. Contracts were awarded on a three year basis to ensure efficiency and security for both parties involved. These contractors are detailed below, along with their 2022-2023 contract value. Contracts are awarded in accordance with Australian Standard (AS) 4905 - 2002 Minor Works contract conditions.

Northern Region - Buckleys Weedspraying and Contract Fencing - \$127,205  
Eastern Region - Rippers Rural services - \$76,735  
South East Region - Rippers Rural Services - \$96,820  
Southern Region - Stones Forestry Contracting - \$109,180  
South West Region - Buckleys Rural services - \$190,035  
North West Region - Byrne Rural contracting - \$117,420

*Last Updated: 02-Sep-2022*


OP Action Title: 7.4.1.5 New Biosecurity Officers are trained in implementation of the Biosecurity Act

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** No new Officers were appointed to Council's Biosecurity team during the reporting period. All existing Officers are trained in a number of compulsory Biosecurity courses, including introductory Biosecurity training, chemical accreditation, Self Enforcement Infringement System training and senior first aid training. During July, Cooma hosted NSW Department of Primary Industries during a two day Prohibited matter identification course. Staff from Snowy Monaro Regional Council, Queanbeyan Palerang Regional Council and Eurobodalla Council were in attendance. During August two Biosecurity Officers completed Compliance and Regulatory training. Two more officers will receive training in the next round.

*Last Updated: 23-Aug-2022*

OP Action Title: 7.4.1.6 Review pesticide notification plans

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Biosecurity	Not Started	01-Jul-2022	30-Jun-2023	0%	28.56%	 RED


**OP Action Progress Comments:** Council's Pesticide Use Notification Plan identifies how and when Council will notify the community of pesticide usage on land under its management. The Plan was developed in 2018 and has a statutory review period of 5yrs. Review of the plan has commenced and is scheduled to be completed by January 2023.

*Last Updated: 02-Sep-2022*

#### Building Certification

OP Action Title: 1.1.1.1 Undertake assessment applications, and certification of Construction Certificates and Complying Development Certificates


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
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Coordinator Building Certification	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> All applications undertaken in line with legislative requirements. A total of 8 applications determined during the August reporting period. <i>Last Updated: 19-Aug-2022</i>						


OP Action Title: 1.1.1.2 Assess Building Information Certificates

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Building Certification	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> All building information certificates assessed in line with legislated requirements. No applications were lodged for assessment during the August reporting period. <i>Last Updated: 19-Aug-2022</i>						

OP Action Title: 1.1.2.1 Undertake and respond to customer enquiries. Provide technical advice for a variety of construction matters


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Building Certification	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Customer service enquiries undertaken in line with legislative requirements and within Council's Customer Service Charter. <i>Last Updated: 01-Aug-2022</i>						

OP Action Title: 1.1.2.2 Undertake mandatory inspections for Construction Certificates


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Building Certification	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> All mandatory inspections undertaken within 48 hours of request. A total of 65 inspections undertaken during the August reporting period. <i>Last Updated: 19-Aug-2022</i>						

#### Cemeteries


OP Action Title: 3.2.1.1 Prepare and lodge annual Interment Activity Return to Cemeteries and Crematoria NSW to ensure regulatory requirements are met

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	Completed	01-Jul-2022	30-Jun-2023	100%	100.00%	 GREEN
<b>OP Action Progress Comments:</b> All data collected and submitted to Cemeteries and Crematoria NSW on time. Total of 98 interments being 88 burials and 10 ashes. <i>Last Updated: 31-Aug-2022</i>						


OP Action Title: 3.2.1.2 PROJECT: Catalogue all known interments at Council's Cemeteries

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> All internments are recorded and stored in Council's database. Updating on a regular basis. <i>Last Updated: 01-Aug-2022</i>						


OP Action Title: 3.2.1.3 PROJECT: Catalogue all known reservations and available burial plots at Council's Cemeteries

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> All reservations are recorded and stored in Council's database. <i>Last Updated: 01-Aug-2022</i>						


OP Action Title: 3.2.2.1 Cemeteries are maintained as per Cooma Cemetery Contract and remaining cemeteries maintenance schedules

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Council's contractors were appointed and continue to do excellent work in keeping the Cooma Cemetery to a high standard. <i>Last Updated: 01-Aug-2022</i>						

OP Action Title: 3.2.2.2 Cemetery Advisory Committee meets are held as per committee charter


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Meetings for the Cemetery Advisory Committee have been established in InfoCouncil. The first meeting for the 2022-2023 financial year was held on 01 August 2022. <i>Last Updated: 23-Aug-2022</i>						

OP Action Title: 3.2.2.3 PROJECT: Develop a project management plan for the establishment of the new Cooma Cemetery

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Council's cemetery team has met with the project management team to discuss the scope of works required to develop a project management plan. <i>Last Updated: 01-Aug-2022</i>						

## Development Assessment

OP Action Title: 1.1.1.3 Assess and determine many different types of Development Applications other than residential development, such as subdivision applications and commercial developments in compliance with legislative requirements including Council's Local Environment Plans, Development Control Plans and State Planning Policies


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> In the period 31/07/2022 to 19/8/2022 30 Development Applications were determined. Of the 30, 16 were for non-residential uses. Of these DAs, 53% were completed within 40 days which exceeds the 50% target for these application types. The assessment of these applications was undertaken in accordance with required legislation.</p> <p><i>Last Updated: 19-Aug-2022</i></p>						

OP Action Title: 1.1.3.1 Assess and determine residential development applications in compliance with legislative requirements including Council's Local Environment Plans, Development Control Plans and State Planning Policies

[illegible]

*Last Updated: 19-Aug-2022*


OP Action Title: 1.1.4.1 Provide informative and timely advice to customer enquiries in relation to development within the Council region

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN

**OP Action Progress Comments:** In the period 31/7/2022 to 19/8/2022, 8 written Property Information Requests were issued. Of these all were completed within 10 business days which is 100% of applications this exceeds the target of 70% for these application types. The planning staff continue to provide feedback and advice to customer enquiries over the phone, via email and face to face within the time frames stipulated by the customer service charter.

*Last Updated: 19-Aug-2022*


OP Action Title: 1.1.5.1 Council is required to upload data to the NSW Planning Portal for State Government Reporting to contribute towards state statistics and to report on Council's individual performance in relation to the assessment of development applications

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Development	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** All required submissions to the planning portal are up to date.

*Last Updated: 19-Aug-2022*


OP Action Title: 1.1.6.1 Assess Planning Certificates

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Development	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN

**OP Action Progress Comments:** In the period 31/7/2022 to 19/8/2022 68 Planning Certificates were issued. The breakdown of these certificates was as follows:  
Drainage Diagrams - 51, s88G -0, Planning Certificates 10.7(2) - 59, Planning Certificates 10.7(2) & (5) - 9, Outstanding orders and notices certificates - 9.  
Work is currently underway to create a report to determine the actual business days for processing of these applications in order to accurately report on the percentage of applications that are being processed within 10 days of receipt of payment.


*Last Updated: 19-Aug-2022*

OP Action Title: 1.1.7.1 Assess S138 Applications and provide Development Engineering Services

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Development	In Progress	01-Jul-2022	30-Jun-2023	16%	1.00%	 GREEN
<b>OP Action Progress Comments:</b> In the period 31/7/2022 to 19/8/2022 3 s138 approvals under the Roads Act were issued, these were issued within required statutory time frames. The development engineering staff have provided advice within the requirements of the customer service charter. <i>Last Updated: 19-Aug-2022</i>						

#### Public Health & Environment


OP Action Title: 2.2.1.1 Undertake food premises surveillance in accordance with the NSW Food Authority's Partnership Agreement to ensure public health safety in relation to retail food businesses within our region

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	55%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Council's consultant Environmental Health Officer has moved through 55% of our food premises. These represent the bulk of our winter only business. Most premises scored 4 and 5 stars. The biggest issue noted was a shortage of staff impacting the ability to clean difficult to access areas. Hand washing and other hygiene issues had improved from previous assessments. Only two food premises did not receive a star rating. <i>Last Updated: 24-Aug-2022</i>						

OP Action Title: 7.1.1.1 Undertake routine inspections of On-Site Sewage Management System inspections a per adopted program

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> The program rotates through the former local government areas using a risk based approach, with high - medium risk properties being assessed once in every three years and low risk once in every five years. Routine inspections were finalised in Lakewood Estate in August, with inspections commencing in High Country Drive. <i>Last Updated: 23-Aug-2022</i>						

OP Action Title: 7.1.2.1 Undertake routine inspections of Liquid Trade Waste systems

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Council's Liquid Trade Waste Officer spreads the inspections across the region. Council has seen an improvement of the pre-treatment systems connected to Council's sewer.

*Last Updated: 01-Aug-2022*

OP Action Title: 7.1.3.1 Responding to environmental complaints

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Council followed up four environmental incidents during August. One incident resulted in the issuing of a prevention and clean notice about sediment run off (issued by Development Compliance in consultation with Public Health and Environment). The second resulted in the removal of dumped asbestos material. There was a truck roll over referred with the EPA leading the investigation. They were satisfied that there was no ongoing issues, no additional action was required. The fourth is a noise issue from a buggy being used on a rural block. Evidence is being gathered on this one from neighbouring residents.

*Last Updated: 23-Aug-2022*

OP Action Title: 7.2.2.1 Respond to illegal dumping activities. Council investigates all reports and arranges for clean-up and removal of waste

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Illegal dumping enquiries were quiet during the month of August. Three complaints were investigated ranging from litter and through to household waste. Unfortunately, the source of the waste could not be identified. Staff also attended litter training it provided free by the CRJO to improve their investigation skills.

*Last Updated: 23-Aug-2022*

OP Action Title: 9.2.1.1 Carry out NSW Health Drinking Water Monitoring program to ensure reticulated water supplies meet Australian Drinking Water Guidelines

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** Routine water samples are being undertaken on a weekly basis. No additional boiled water alerts were issued during the month of August.

*Last Updated: 23-Aug-2022*

OP Action Title: 9.2.3.1 PROJECT: Develop a backflow prevention policy, procedure and implementation strategy for the region


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	<div><div></div><div></div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> Planning works have commenced for the development of a backflow prevention policy and procedure. A draft policy and procedure is currently being edited. <i>Last Updated: 23-Aug-2022</i>						

## Rangers

OP Action Title: 13.2.5.1 Respond to straying stock matters and impound when required to ensure that our public roads are kept safe

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	<div><div></div><div></div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> Rangers respond to all issues relating to stock being out. Three major incidents were reported and actioned during the month August. One involved cattle, the other two sheep. <i>Last Updated: 23-Aug-2022</i>						


OP Action Title: 13.2.5.2 Respond to matters raised through the out of hours call centre as required on a 24-hour basis

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Council's Rangers responded to 9 calls for assistance through the out of hours call centre during the month of August. <i>Last Updated: 23-Aug-2022</i>						


OP Action Title: 13.2.6.1 Undertake companion animal management with the management of microchipping, registration and impoundment of dogs and cats to ensure compliance with the Companion Animals Act

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	<div><div></div><div></div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> Council's Rangers investigated eight dog attacks during the month of August. Another dog was investigated for habitually wandering at large. One cat was seized, it was brought to the local vets and Council took it in, and returned to its owner. <i>Last Updated: 26-Aug-2022</i>						


OP Action Title: 13.2.7.1 Undertake routine parking patrols

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Parking patrols are being undertaken the Cooma CBD. The patrols undertaken in July resulted 465 vehicles being chalked with 114 vehicles overstaying. <i>Last Updated: 23-Aug-2022</i>						

OP Action Title: 13.2.7.2 Undertake patrols of unlawful camping within leased foreshore area around Lake Jindabyne throughout winter period

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	75%	70.00%	 GREEN
<b>OP Action Progress Comments:</b> Council has been undertaken weekend evening and random week night patrols of the unlawful camping activities in Jindabyne. During the month of August 199 cautions and 187 infringement notices were issued during these patrols. Some day time patrols are being undertaken during the week to talk with campers. <i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 13.2.7.3 PROJECT: Develop and implement a community education program to improve parking habits of motorists in the region

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Public Health and Environment	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Work has commenced on the development of education material with 10 fact sheets on parking related offences being created. <i>Last Updated: 25-Aug-2022</i>						

## Community Services

### Community Facilities


OP Action Title: 12.2.1.1 Cooma saleyards are available for local and regional use

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Saleyards are operating to the current plan however this is being reviewed to include external leasing options.

*Last Updated: 26-Aug-2022*


OP Action Title: 12.2.1.2 PROJECT: Review the provision of Saleyard services

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Advisory Committee meeting monthly to review the provision of saleyard services and support the option of leasing these moving forward.

*Last Updated: 26-Aug-2022*


OP Action Title: 12.2.2.1 Council owned truck washes are available for use

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Truck wash have been accessible. There is an issue with one truck wash that we are working to resolve, however, the truck wash is still accessible.

*Last Updated: 26-Aug-2022*


OP Action Title: 12.2.2.2 PROJECT: Review the future direction of the Bombala Truck Wash

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** This has not started due to staffing changes in the team.

*Last Updated: 01-Aug-2022*


OP Action Title: 12.4.1.1 Swimming pools are available and open to the community

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Our only winter pool has had one closure this winter due to compliance requirements.

*Last Updated: 26-Aug-2022*

OP Action Title: 12.4.1.2 PROJECT: Tender for the operation and management of Council's swimming pools

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** This will be addressed in the second half of this financial year.

*Last Updated: 01-Aug-2022*


OP Action Title: 12.4.1.3 PROJECT: Jindabyne Pool Roof and HVAC Upgrade

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Support Officer	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Jindabyne pool roof and HVAC upgrade has been awarded to a tender and is scheduled to start in September.

*Last Updated: 01-Aug-2022*


OP Action Title: 12.4.1.4 PROJECT: Develop a Pool Strategy for the region

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** This has not yet started.

*Last Updated: 01-Aug-2022*

OP Action Title: 2.2.2.1 Council Caravan Parks are open and available

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Council Caravan parks continue to be open and operating on at full capacity. A new Coordinator of Facilities has commenced that will support monitoring and development in this space.

*Last Updated: 26-Aug-2022*

OP Action Title: 2.2.2.2 PROJECT: Review operation and leasing arrangements of caravan parks and camping grounds

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Operation and leasing arrangements have been reviewed with no change predicted at this time. The new Coordinator of Facilities has just commenced with Council who will be reviewing this in the future.

*Last Updated: 26-Aug-2022*

#### Community Support Program

OP Action Title: 2.1.1.1 All service streams under the Commonwealth Home Support Programme are provided to the community

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** All service streams have been delivered however output data is not yet available to determine if service levels have been reached. Funding is maintained this month.

*Last Updated: 01-Aug-2022*


OP Action Title: 2.1.2.1 Maintain governance in the delivery of community services

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN


**OP Action Progress Comments:** A Community Services Advisory Committee was held 27 June 2022. The next is not yet due. Minutes went to the August Council meeting and a new Charter was approved.

*Last Updated: 26-Aug-2022*


OP Action Title: 2.1.2.2 Deliver high quality services through community support programs

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> All service streams have been delivered however output data is not yet available to determine if service levels have been reached. Funding is maintained this month. <i>Last Updated: 26-Aug-2022</i>						


OP Action Title: 4.3.1.1 Maintain Community Transport service provision through the ongoing recruitment and retainment of volunteer drivers

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> All service streams have been delivered however output data is not yet available to determine if service levels have been reached. Funding is maintained this month however trend indicates due to a lack of drivers that our outputs may not be met. This is yet to be confirmed. Funding at this stage is not impacted. <i>Last Updated: 26-Aug-2022</i>						


OP Action Title: 4.4.1.1 Coordinate and mentor the Snowy Monaro Youth Council to provide young people with the opportunity to develop leadership skills

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Two Youth Council meetings have occurred as planned with a presentation from the Youth Council occurring at the August Council meeting. <i>Last Updated: 26-Aug-2022</i>						

OP Action Title: 4.4.1.2 Provide Youth Services in collaboration with other providers


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Well into planning the September school holidays with our services and providers in the region with the addition of a new Team Leader Youth Capacity Building. <i>Last Updated: 26-Aug-2022</i>						

OP Action Title: 4.4.1.3 PROJECT: Review Youth Strategy 2023-27


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN
<b>OP Action Progress Comments:</b> A new Youth Worker has commenced at Council and will commence this in coming months. <i>Last Updated: 26-Aug-2022</i>						

#### Library Services

OP Action Title: 12.1.1.1 Continue to provide and maintain the highly successful Tech Savvy sessions for our seniors to fill an education gap


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Tech Savvy sessions are on track for the year and will be commencing at Jindabyne Library in the future. <i>Last Updated: 26-Aug-2022</i>						

OP Action Title: 12.1.1.2 Face to Face Library Services are provided

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> The Library provided click and collect services for 1 week this reporting period due to COVID disruptions with illness of library staff. Services will be expanded in August with the opening of Jindabyne Library. <i>Last Updated: 26-Aug-2022</i>						

#### Residential Aged Care

OP Action Title: 2.1.3.1 Maintain service levels and customer satisfaction in accordance with Aged Care Quality Standards

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Feedback and satisfaction surveys continue to be completed monthly. Feedback from Snowy River Hostel is exemplary, and feedback from Yallambee Lodge is very good.

*Last Updated: 26-Aug-2022*

OP Action Title: 2.1.3.2 PROJECT: Transition to a new provider of Aged Care Services within the region

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Community Services	In Progress	01-Jul-2022	30-Jun-2023	75%	25.00%	 GREEN

**OP Action Progress Comments:** SMRC and Sapphire Coast Community Aged Care continue to work closely together with the goal of divesting. We are now 2 months away from the end of the due diligence program with no decision made.

*Last Updated: 26-Aug-2022*

## Infrastructure

### Civic Maintenance

OP Action Title: 12.4.2.1 Maintain high priority, high use parks, sporting facilities, trails and other grounds

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Supervisor Civic Maintenance	In Progress	01-Jul-2022	30-Jun-2023	12%	16.66%	 AMBER


**OP Action Progress Comments:** Efforts have been directed at renewing soft fall in playgrounds, cleaning up after high visitation. The winter tree maintenance program is well under way with works being completed in Delegate, Nimmitabel, Bombala, Cooma, and Michelago. Works in the Snowy townships to begin 2nd week of August.

25/08/2022- Spring renovation of ovals and main parks are underway, spraying for scarab grub in planning phase. Aeration has begun with Snowy oval Cooma completed 25/08 Dalgety oval next then other fields as winter sports finish up for the season. Fields to be aerated- Berridale oval, Bombala showground, Bombala Apex field, Rotary oval Cooma, Nijong oval Cooma, Cooma Showground, Centennial park Cooma, Jindabyne oval.

Minor maintenance of Jindabyne foreshore has been undertaken, mindful of expected rising waters- exercise equipment temporarily removed, paths cleaned of debris.

*Last Updated: 01-Sep-2022*


OP Action Title: 12.4.2.2 To develop a MOU between Council and Volunteer Trail Stewardship

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Supervisor Civic Maintenance	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** To be started in October

*Last Updated: 25-Aug-2022*


OP Action Title: 12.4.2.3 Seek additional funding/sponsorship for ongoing maintenance

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Supervisor Civic Maintenance	In Progress	01-Jul-2022	30-Jun-2023	1%	0.00%	 GREEN

**OP Action Progress Comments:** Grants are being investigated for upgrades

*Last Updated: 01-Aug-2022*


OP Action Title: 12.4.2.4 PROJECT: Investigate Highview Park Jindabyne

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Supervisor Civic Maintenance	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** To begin later in August

*Last Updated: 01-Aug-2022*

OP Action Title: 12.4.2.5 PROJECT: Formalise a Playground Inspections Program

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Supervisor Civic Maintenance	In Progress	01-Jul-2022	30-Jun-2023	20%	16.66%	 GREEN

**OP Action Progress Comments:** Templates previously created are being used, however a more efficient and consistent repetitive work order system is being investigated - also integrations into an annual works program/asset management system will be investigated as part of field force four outcomes.

*Last Updated: 25-Aug-2022*

OP Action Title: 2.2.3.1 Maintain amenities throughout the region


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Supervisor Civic Maintenance	In Progress	01-Jul-2022	30-Jun-2023	9%	16.66%	 RED

**OP Action Progress Comments:** With a busy winter season, public toilets have been a very busy space. With heavy use we have also experienced some accidental damage along with intentional vandalism. We are working hard to make repairs as quick as possible to keep facilities open to the public.

*Last Updated: 25-Aug-2022*

#### Land & Property


OP Action Title: 12.1.2.1 Maintain Commonwealth DoHA parameters

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** Progressive action and communication with the Commonwealth in place to ensure SRHC alignment with DoHA parameters.

*Last Updated: 01-Aug-2022*


OP Action Title: 12.1.2.2 PROJECT: Formation of a Building Management Committee to oversee delivery obligations related to the Building Management Statement, specific for the Snowy River Health Centre (SRHC)

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	75%	16.66%	 GREEN

**OP Action Progress Comments:** Formation of Building Management Committee pending finalisation of subdivision arrangements and issue of updated 88B instrument.

*Last Updated: 01-Aug-2022*

OP Action Title: 12.1.2.3 PROJECT: Prepare a project plan for the stream lining of access to public and operational sites

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	5%	16.66%	 RED

**OP Action Progress Comments:** Structure of project plan to be developed across relevant internal business units; priority site cascade to be defined.

*Last Updated: 01-Aug-2022*

OP Action Title: 12.2.3.1 Commence development of policies and procedures

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	Completed	01-Jul-2022	30-Jun-2023	100%	100.00%	<div> <div></div> <div></div> <div></div> <div></div> <div></div> </div> GREEN
<b>OP Action Progress Comments:</b> Commencement of development of policies and procedures has been achieved - Draft Policy Property Interests, Acquisition & Disposal; Draft Procedure Council Land/Building Disposal; and Draft Disposal Form (Internal use only). <i>Last Updated: 01-Aug-2022</i>						

OP Action Title: 12.2.3.2 PROJECT: Conduct gap analysis identifying required Land and Property related policies and procedures, gaining an understanding of the policies and procedures to be developed

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	<div><div></div><div></div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> Gap related to acquisition and disposal policy & process certainty identified; action taken - Drafts in development. Progressive assessment of gaps ongoing. <i>Last Updated: 01-Aug-2022</i>						


OP Action Title: 12.2.4.1 Updating of legacy land ownership titles

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	<div><div></div><div></div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> Land ownership titles being updated to SMRC progressively along with constant engagement in tidying up legacy land matters as issues become known. <i>Last Updated: 01-Aug-2022</i>						

OP Action Title: 13.2.8.1 Manage Crown Land under Council's care and control, ensuring intended use is in accordance with the Plans of Management (PoMs)

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	<div> <div></div> <div></div> <div></div> <div></div> </div> GREEN
<p><b>OP Action Progress Comments:</b> Crown Land management is a collaborative process, and the implementation of the mandated Plans of Management will assist Council to better guide the community expectations around these holdings. Note: Plans of Management are in development.</p> <p><i>Last Updated: 01-Aug-2022</i></p>						


OP Action Title: 13.2.8.2 PROJECT: Manage Crown Lands under Council care and control in alignment with relevant legislation

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** Particular focus on developing, internal and external awareness of legislative obligations related to Aboriginal Land Claims and Native Title, and the practical implications of these considerations when planning projects or activities on Crown Land, for which SMRC is the defined Crown Land Manager.

*Last Updated: 01-Aug-2022*


OP Action Title: 13.2.9.1 Address high corporate risk road reserve alignments, prioritising issues identified by Notifiable Authorities

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** Progressive response and investigation of road reserve alignment matters to triage actions and help shape solutions/treatment options.

*Last Updated: 01-Aug-2022*


OP Action Title: 14.2.1.1 Develop a Plan of Management for the East Jindabyne foreshore area in conjunction with Snowy Hydro Limited (SHL) and Jindabyne East Residents Committee (JERC)

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** An independent inspection by a threatened species expert has been conducted. The information provided has been reviewed, and was used to help inform the draft document. Draft Plan of Management has been formatted by Land & Property, final internal review in progress; prior to distribution to SHL for further comment/contribution; following that a draft will be circulated to JERCs for review also.

*Last Updated: 01-Aug-2022*

OP Action Title: 14.2.2.1 Land management issues are addressed

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Land & Property	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** PoM East Jindabyne Foreshore development specific: Input from SHL, in terms of realistic service level commitment, is vital in order for a feasible Plan of Management to be formatted. Progressive and ongoing communication and consult between SMRC & SHL in play to cohesively enable best management practices for the multiple land holdings of joint interest to both organisations.

*Last Updated: 01-Aug-2022*

#### Roads Infrastructure

OP Action Title: 10.3.1.1 Undertake Council's 2022/23 Resealing Program

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	5%	5.00%	 GREEN

**OP Action Progress Comments:** Asset Renewal list has been received by Infrastructure Department, as assessment of roads for resealing is currently underway.

*Last Updated: 25-Aug-2022*

OP Action Title: 10.3.10.1 Undertake scheduled 2022/23 Transport Infrastructure Maintenance

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Transport Infrastructure Maintenance is currently ongoing.

*Last Updated: 25-Aug-2022*

OP Action Title: 10.3.12.1 PROJECT: Deliver externally funded projects through Transport for NSW and RMCC Agreement

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	 RED

**OP Action Progress Comments:** Scope and Program of Works is currently under development by TfNSW under the RMCC Agreement for Council. RMCC Maintenance works for Quarter 1 of TfNSW expected program is continuing.

*Last Updated: 25-Aug-2022*


OP Action Title: 10.3.12.2 PROJECT: Fixing Local Roads Round 3 - Upgrade of Mila Road

OP Action Title: 10.3.12.3 PROJECT: Fixing Local Roads Round 3 - Upgrade of Dry Plains Road						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	<div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> The initial draft design for the Dry Plains Road Upgrade has been received by Council, and discussions are underway to confirm designs meet intended scope of work.						
<i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 10.3.12.4 PROJECT: Fixing Local Roads Round 2 - Upgrade of Avonside Road						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	<div><div></div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> The initial draft design for the Avonside Road Upgrade has been received by Council, and discussions are underway to confirm designs meet intended scope of work.						
<i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 10.3.12.5 PROJECT: Fixing Local Roads Round 3 – Upgrade of Shannons Flat Road						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	<div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> The initial draft design for the Shannons Flat Road Upgrade has been received by Council, and discussions are underway to confirm designs meet intended scope of work.						
<i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 10.3.12.6 PROJECT: Fixing Local Roads Round 2 – Upgrade of Maffra Road

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	 RED

**OP Action Progress Comments:** Maffra Road Repair scope has been developed, and scheduling is yet to be done for construction works to begin.

*Last Updated: 02-Aug-2022*

OP Action Title: 10.3.12.7 PROJECT: Fixing Local Roads Round 1 – Upgrade of Springfield Road

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	45%	16.66%	 GREEN

**OP Action Progress Comments:** Springfield Road Upgrade construction works have begun in late July. Materials are currently being delivered to site and stormwater upgrades have begun.

*Last Updated: 02-Aug-2022*


OP Action Title: 10.3.12.8 PROJECT: Safer Roads Program/R2R/Regional Road Block Grant – Numeralla Road

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	37%	16.66%	 GREEN

**OP Action Progress Comments:** Numeralla Road project designs have been completed, and tenders received for construction works. Due to the recent increased costs of materials and therefore high tender prices, Council has decided to undertake the works internally.

*Last Updated: 02-Aug-2022*


OP Action Title: 10.3.12.9 PROJECT: Safer Roads Program/R2R/Regional Road Block Grant – Countegany Road

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	37%	16.66%	 GREEN

**OP Action Progress Comments:** Countegany Road project designs have been completed, and tenders received for construction works. Due to the recent increased costs of materials and therefore high tender prices, Council has decided to undertake the works internally.

*Last Updated: 02-Aug-2022*


OP Action Title: 10.3.12.10 PROJECT: Safer Roads Program/R2R/Regional Road Block Grant – Snowy River Way

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	37%	16.66%	 GREEN

**OP Action Progress Comments:** Snowy River Way project designs have been completed, and tenders received for construction works. Due to the recent increased costs of materials and therefore high tender prices, Council has decided to undertake the works internally.

*Last Updated: 02-Aug-2022*


OP Action Title: 10.3.12.11 PROJECT: Safer Roads Program/R2R/Regional Road Block Grant – Barry Way

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	30%	16.66%	 GREEN

**OP Action Progress Comments:** Barry Way Upgrade through the Safer Roads program has been designed. As this project ties in with the Black Spot Program funded works on Barry Way, construction work is on hold until final designs are completed.

*Last Updated: 02-Aug-2022*


OP Action Title: 10.3.12.12 PROJECT: Safer Roads Program/R2R/Regional Road Block Grant – Bobundara Road

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	5%	5.00%	 GREEN

**OP Action Progress Comments:** Quotes have been received for the work on Bobundara Road, however work has not yet progressed as efficiencies are being determined to consecutively undertake similar work on Monaro Highway.

*Last Updated: 02-Aug-2022*


OP Action Title: 10.3.12.13 PROJECT: Black Spot Program – Barry Way

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	20%	16.66%	 GREEN

**OP Action Progress Comments:** Barry Way Upgrade through Federal Black Spot Program funding is currently being designed. 80% design drawings have been received by Council.

*Last Updated: 02-Aug-2022*


OP Action Title: 10.3.12.14 PROJECT: Roads to Recovery – Quidong Road Re-sheeting

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	

**OP Action Progress Comments:** Quidong Road Re-Sheeting has not yet been undertaken. As there is limited Council staff to undertake work across the Region, priority roads are still being repaired after flood damage that occurred in February 2022.

*Last Updated: 02-Aug-2022*


OP Action Title: 10.3.12.15 PROJECT: Roads to Recovery – Rainbow Drive Stormwater Upgrade

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	

**OP Action Progress Comments:** Rainbow Drive Stormwater Upgrade works have not yet started.

*Last Updated: 02-Aug-2022*


OP Action Title: 10.3.2.1 Undertake Council's 2022/23 Heavy Patching Program

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	5%	5.00%	

**OP Action Progress Comments:** Asset Renewal list has been received by Infrastructure Department, as assessment of roads for heavy patching is currently underway. Heavy Patching work is also currently underway on Delegate Road to repair damages through natural disaster events, which will continue onto other priority roads as dictated by risk.

*Last Updated: 25-Aug-2022*

OP Action Title: 10.3.3.1 Undertake 2022/23 Gravel Resheeting

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	

**OP Action Progress Comments:** Gravel resheeting work is underway in conjunction with the repairs from the DRFA Storm Damage Claims.

*Last Updated: 25-Aug-2022*


OP Action Title: 10.3.5.1 Undertake Reactive Maintenance

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	 GREEN

**OP Action Progress Comments:** Reactive Maintenance work is being undertaken across the road network. Repairs continue to be carried out after the flood damage from February, in addition to maintaining other damages that arise through typical road use, with repairs being prioritised based on risk.

*Last Updated: 25-Aug-2022*


OP Action Title: 10.3.6.1 Undertake 2022/23 Footpath Renewals

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	Not Started	01-Jul-2022	30-Jun-2023	0%	16.66%	 RED

**OP Action Progress Comments:** No footpath renewal work has yet taken place. Asset Renewal list has been received by Infrastructure Department, as assessment of the list for footpath renewal is currently underway.

*Last Updated: 25-Aug-2022*


OP Action Title: 10.3.7.1 Undertake 2022/23 Kerb and Gutter Renewals

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	Not Started	01-Jul-2022	30-Jun-2023	0%	16.66%	 RED


**OP Action Progress Comments:** No kerb and gutter renewal work has yet taken place. Asset Renewal list has been received by Infrastructure Department, as assessment of the list for kerb and gutter renewal is currently underway.

*Last Updated: 25-Aug-2022*


OP Action Title: 10.3.7.2 PROJECT: Eucumbene Cove - Stormwater Upgrade

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	Not Started	01-Jul-2022	30-Jun-2023	0%	16.66%	 RED
<b>OP Action Progress Comments:</b> Eucumbene Stormwater Upgrade has not yet started. <i>Last Updated: 02-Aug-2022</i>						


OP Action Title: 10.3.8.1 Undertake 2022/23 Rural Culverts Renewals

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	Not Started	01-Jul-2022	30-Jun-2023	0%	16.66%	 RED
<b>OP Action Progress Comments:</b> No rural culvert renewal work has yet taken place. Asset Renewal list has been received by Infrastructure Department, as assessment of the list for culvert renewal is currently underway. <i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 10.3.9.1 Undertake 2022/23 Bridge Maintenance

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> This financial year, 4 bridges have undergone maintenance work, inclusive of deck replacement work and repair to approach roads. Bridge signage also continues to be erected across the bridges in the region. <i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 13.2.30.1 Development of Service Level Agreements for the Transport Network

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Manager Infrastructure	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	 RED
<b>OP Action Progress Comments:</b> Workshops have taken place regarding the development of an Annual Works Program and Planning & Scheduling of works for each financial year. These programs will guide how best Council is able to undertake its work, and a level of service will be developed for discussion from this information. <i>Last Updated: 25-Aug-2022</i>						

## Resource & Waste Services

### Resource & Waste


OP Action Title: 14.2.3.1 Participate and partner with external stakeholders such as CRJO to partner in Regional Waste Management

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	In Progress	01-Jul-2022	30-Jun-2023	30%	16.66%	 GREEN

**OP Action Progress Comments:** Resource and Waste have an ongoing working relationship with various external stakeholders such as CRJO. Resource and Waste also engage with various other Council regions to enhance, educate and inform each other.

*Last Updated: 29-Jul-2022*


OP Action Title: 7.1.3.2 Maintain leachate, groundwater and stormwater management control systems

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	In Progress	01-Jul-2022	30-Jun-2023	20%	16.66%	 GREEN

**OP Action Progress Comments:** On-going throughout the year. Water testing will occur shortly at Adaminaby Transfer Station. During August Jindabyne Landfill will also have water samples tested, along with Cooma Landfill testing water samples in December. Quarterly water samples are also taken from required licensed facilities throughout the year.

*Last Updated: 23-Aug-2022*

OP Action Title: 7.1.3.3 Completion of annual Waste and Resource Reporting Portal (WARRP) and Environmental Protection Authority (EPA) reports


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	Completed	01-Jul-2022	30-Jun-2023	100%	16.66%	 GREEN

**OP Action Progress Comments:** Annual WARRP Report underway with expected completion in August. Annual EPA reports for the previous FY have been submitted. Water testing reports are due April and October of each year.


As per EPA licensing requirements the Annual WARRP report and EPA reports are now complete and have been lodged 16.08.2022

*Last Updated: 16-Aug-2022*


OP Action Title: 7.1.3.4 Variation of EPA Licence to Cooma Landfill - submit request for variation to licence for Cooma Landfill for the transport and acceptance of waste material from Jindabyne Landfill to Cooma Landfill for disposal

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	 RED
<b>OP Action Progress Comments:</b> Verbal conversations have been held with the EPA regarding the variation to license, a written application is now required to be written and lodged with the EPA for this variation. 16.08.2022 <i>Last Updated: 16-Aug-2022</i>						


OP Action Title: 9.3.1.1 PROJECT: Liaise with NSW EPA to develop a Remediation Plan for legacy landfill sites, in order of priority to prepare a rehabilitation plan

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	In Progress	01-Jul-2022	31-Dec-2022	20%	33.20%	 RED
<b>OP Action Progress Comments:</b> Discussion are continuing with the EPA in relation to remediation plans for various legacy landfill sites. Water testing will be conducted at the legacy landfill site at Eucumbene and Anglers Reach.  Council staff along with representatives from the NSW EPA have conducted site visits of four landfill legacy sites, Anglers Reach, Adaminaby, Berridale and Eucumbene. Waiting for a formal response. Further legacy site visits will be planned and conducted in the near future. 24.08.2022 <i>Last Updated: 24-Aug-2022</i>						

OP Action Title: 9.3.2.1 Continue to support the provision of recyclable materials for regional arts projects


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Council continue to provide support on the provision of recyclable materials for regional art projects, council has not been approached by any art groups to date. 16.08.2022 <i>Last Updated: 16-Aug-2022</i>						

OP Action Title: 9.3.2.2 Continue to improve, stock and promote Council's buyback facilities (ScrapMart)

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	In Progress	01-Jul-2022	30-Jun-2023	40%	16.66%	 GREEN


**OP Action Progress Comments:** With the expansion of hours that have occurred at both Jindabyne and Cooma ScrapMarts interest of customers has grown. Jindabyne ScrapMart has also taken the initiative to create/build garden bed frames from timber and scrap metals items that are then resold through the facility. Bombala Resource and Waste Staff are currently in the process of converting and upgrading an onsite shed into a Scrapmart facility which will then service the residents and surrounding communities of the Bombala region. Once the facility upgrades have been complete, then Community communications and a grand opening will occur - date yet to be decided. 16.08.2022  
*Last Updated: 16-Aug-2022*

OP Action Title: 9.3.2.3 PROJECT: Investigate opportunity to employ local people with a disability at ScrapMart tip shops

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	Not Started	01-Jul-2022	31-Dec-2022	0%	33.21%	 RED

**OP Action Progress Comments:** Recommended Variance  
Investigate opportunity to employ local disabled people at ScrapMart tip shops be deferred until next financial year at the commencement of the new Jindabyne Transfer Station and Jindabyne ScrapMart. This will allow for more community engagement.  
The investigation into the opportunity to employ local disabled people will remain, once this has occurred then it is suggested to liaise with disabled groups to assess each of the ScrapMart facilities to ensure that each of the facilities provides a safe work environment and also to gauge local interest from disabled groups. 16.08.2022  
*Last Updated: 31-Aug-2022*


OP Action Title: 9.3.3.1 Provide domestic and commercial waste, recycling and FOGO kerbside collection services

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	In Progress	01-Jul-2022	30-Jun-2023	30%	16.66%	 GREEN

**OP Action Progress Comments:** Both domestic and commercial kerbside collection continues to be expanded and improved.

*Last Updated: 16-Aug-2022*

OP Action Title: 9.3.3.2 Investigate and review kerbside services and expand as needed

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	In Progress	01-Jul-2022	30-Jun-2023	20%	16.66%	 GREEN

**OP Action Progress Comments:** Investigations are currently underway to improve and expand collection runs in various areas across the council region.

*Last Updated: 29-Jul-2022*

OP Action Title: 9.3.3.3 Kerbside Waste Audit - Audit Council's kerbside bins and public street bins. Waste Audits are an essential waste management tool which enable Council to understand how management of waste is performing across the region and to gauge disposal behaviour within the community

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Resource and Waste Services	In Progress	01-Jul-2022	30-Jun-2023	90%	100.00%	 GREEN

**OP Action Progress Comments:** A kerbside waste audit was recently conducted across the region. The final report is still in process and will be received shortly.


Draft report has been received, Council are now waiting on final report. 16.08.2022

*Last Updated: 23-Aug-2022*

## Water & Wastewater

### Water and Wastewater


OP Action Title: 11.1.1.1 PROJECT: Telemetry upgrades inc, new system implementation

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	5%	0.00%	 GREEN

**OP Action Progress Comments:** Tender Documentation and project scoping to be completed by end of September

*Last Updated: 26-Aug-2022*

OP Action Title: 9.2.2.1 Jindabyne Pump Station Overflow Pump Replacement

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** Project investigation due to start in September


*Last Updated: 01-Aug-2022*

OP Action Title: 9.2.3.2 Undertake annual compliance reporting to NSW EPA

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
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OP Action Title: 9.2.4.2 Council repairs water main breaks as a matter of urgency to ensure that the supply is returned to normal as soon as possible						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	<div><div></div><div></div><div></div><div></div><div></div></div> GREEN
OP Action Progress Comments: 1 water main break was recorded for the Month of August 2022. Service was returned to normal as soon as possible.						
Last Updated: 26-Aug-2022						


OP Action Title: 9.2.4.3 Unplanned water interruptions impact on Council's service delivery of safe water. Council endeavours to reduce the number of interruptions to maintain service

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** 3 Unplanned water interruptions have been recorded in July 2022. We are on track with the required less than 50 interruptions per 1000 connections for the year.

*Last Updated: 26-Aug-2022*

OP Action Title: 9.2.4.4 Council responds to water incidents (burst and leak) in a timely manner to ensure that supply interruption is as minimal as possible

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** 7 water incidents (leaking service, faulty meters, aged assets) were reported in Cooma, Bombala and Snowy areas in August 2022. This was attended to in less than 4 hours and resolved.

*Last Updated: 26-Aug-2022*


OP Action Title: 9.2.4.5 Council responds to reticulated water quality complaints to ensure that the public are drinking safe water

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** There was two dirty water complaints received in August 2022. We are on track with the required less than 20 complaints per 1000 connections for the year.

*Last Updated: 26-Aug-2022*

OP Action Title: 9.2.4.6 PROJECT: Cooma Water Treatment Plant weir and fishway upgrades

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	60%	16.66%	 GREEN


**OP Action Progress Comments:** The SECI process as approved by council is ongoing and proving to be a successful endeavour to:

- reducing construction risk raise safety concerns to acceptable levels

- reducing construction risk to lower building costs

*Last Updated: 26-Aug-2022*

OP Action Title: 9.2.4.7 PROJECT: Development of water mains replacement program

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	90%	16.66%	 GREEN


**OP Action Progress Comments:** Project run in conjunction with Cooma hydraulic modelling.

- Producing a 20 year replacement program
- Will allow for funding applications to be accessed

Final draft for the report is subject to operational input that is happening next week.

*Last Updated: 26-Aug-2022*


OP Action Title: 9.2.4.10 PROJECT: Cooma Water Treatment Plant raw water pump and variable speed drive upgrade

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** The Cooma WTP upgrades for the raw water intake is still going through the full scoping phase and will be ready for operational review prior to the consultancy brief being released.

*Last Updated: 01-Aug-2022*


OP Action Title: 9.2.5.1 Council responds to sewerage incidents (including main breaks and chokes) in a timely manner to ensure maintained service delivery

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN


**OP Action Progress Comments:** All sewerage incidents at the treatment plants as well as within the networks are responded to within 4 hours.

*Last Updated: 01-Aug-2022*


OP Action Title: 9.2.5.2 Council's Sewage Treatment Plants must comply with NSW Environment Protection Authority (EPA) licence conditions to protect the environment

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> All sewage treatment plants are complying with the individual EPA licence requirements.</p> <p>The following exceedances were recorded for August 2022:</p> <p>Adaminaby STP August - Exceeding 90 percentile licence limit for f. coliforms</p> <p><i>Last Updated: 26-Aug-2022</i></p>						

OP Action Title: 9.2.5.3 Council repairs sewerage main breaks and chokes to maintain service delivery

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> Three incidents have been reported in August 2022 in the Cooma, Snowy and Bombala areas. We are on track with the required less than 20 repairs/chokes per 100km per year.</p> <p><i>Last Updated: 26-Aug-2022</i></p>						


OP Action Title: 9.2.5.4 Council monitors the total sewerage complaints in a year to obtain data for service improvement

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> There were 1 sewerage complaints received in August 2022. We are on track with the required less than 50 complaints per 1000 connections for the year.</p> <p><i>Last Updated: 26-Aug-2022</i></p>						

OP Action Title: 9.2.5.5 PROJECT: Adaminaby Sewage Treatment Plant - construction

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
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OP Action Title: 9.2.5.6 PROJECT: Jindabyne Town Centre - Sewer upgrade						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	75%	16.66%	<div><div></div><div></div><div></div></div> GREEN
<p><b>OP Action Progress Comments:</b> Detailed design for the full project is at 75% complete.</p> <ul style="list-style-type: none"><li>• Funding for W&amp;WW component is allocated</li><li>• Funding for the civil component is still to be sourced.</li></ul>						
Last Updated: 26-Aug-2022						

OP Action Title: 9.2.5.7 PROJECT: Kalkite Sewage Treatment Plant upgrade						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	10%	5.00%	 GREEN
<p><b>OP Action Progress Comments:</b></p> <ul style="list-style-type: none"> <li>• Consultancy agreement for the engineering and process design at 90%</li> <li>• Funding for some of the works has been funded by a State grant of \$1.4M.</li> <li>• The design for the electrical upgrades has been completed and is going through the approvals process for the electricity supplier.</li> <li>• There has been some additional requirements from the electricity supplier</li> <li>• These works were hoping to be undertaken starting August 2022 but are delayed from the supplier and will start ASAP after approval.</li> <li>• Flow meters to record accurate inflow data are being installed.</li> </ul>						
<p><i>Last Updated: 26-Aug-2022</i></p>						

OP Action Title: 9.2.5.8 PROJECT: Kalkite Sewage Treatment Plant electrical upgrades

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Manager Water Wastewater Operations	In Progress	01-Jul-2022	30-Jun-2023	90%	16.66%	 GREEN

**OP Action Progress Comments:** - Design 90% complete  
- Additional requirements from electricity supplier that are being met  
- There has been a reduction in available power from 315kVA to 200kVA

*Last Updated: 26-Aug-2022*

## Strategy Portfolio

### Corporate Projects

#### Corporate Projects


OP Action Title: 10.3.12.16 PROJECT: Adaminaby Long Vehicle and Truck Parking

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Specialist	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	 RED

**OP Action Progress Comments:** Transport for NSW approval was granted for Option 7 for the Truck Parking area and Light Vehicle Parking area. Confirmed positive response received from Snowy Hydro regarding supply of approximately 2,200 cubic metres of fill.

*Last Updated: 18-Aug-2022*


OP Action Title: 10.3.12.17 PROJECT: Bobeyan Road Upgrade Sealing Adaminaby to ACT Border

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Infrastructure Engineer	In Progress	01-Jul-2022	30-Jun-2023	22%	16.66%	 GREEN


**OP Action Progress Comments:** SVC Road Crew on leave until September 2022.  
SMRC awaiting contract signature by SVC for next separable portion.  
SMRC Undertaking Archaeology works, surveys, community/landholder consultation and acquisitions.  
Request for Tender out for Jones Plains Bridge D&C on new alignment.  
Road Base production from the Shannon Flat Quarry under-way.

*Last Updated: 25-Aug-2022*


OP Action Title: 10.3.9.2 PROJECT: Cowbed Creek Bridge Replacement

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Infrastructure Engineer	In Progress	01-Jul-2022	30-Jun-2023	20%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> Project was on hold awaiting funding. Additional funding secured project will now progress</p> <p><i>Last Updated: 25-Aug-2022</i></p>						


OP Action Title: 10.3.9.3 PROJECT: Ryrie Street Michelago Extension

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Infrastructure Engineer	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> Design revised to follow existing track through the edge of the rail corridor. Road design on new alignment complete. Booroomba Culvert Michelago Road completed. Project stalled awaiting UGL approval for work in rail corridor.</p> <p><i>Last Updated: 25-Aug-2022</i></p>						

OP Action Title: 10.3.9.4 PROJECT: Craigie Little Plains River Bridge Replacement

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Infrastructure Engineer	Completed	01-Jul-2022	31-Jul-2022	100%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> Project open to traffic. Awaiting funding body acceptance of the Completion Report</p> <p><i>Last Updated: 25-Aug-2022</i></p>						


OP Action Title: 10.3.9.5 PROJECT: Deep Creek Bridge Replacement

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Infrastructure Engineer	In Progress	01-Jul-2022	30-Jun-2023	90%	16.66%	 GREEN

**OP Action Progress Comments:** Bridge Construction Completed and open to traffic.  
Additional works on approach roads under-way to improve safety and driving comfort.


*Last Updated: 25-Aug-2022*

OP Action Title: 10.3.9.6 PROJECT: Peak Creek Bridge Replacement

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Infrastructure Engineer	Completed	01-Jul-2022	30-Jun-2023	100%	100.00%	 GREEN

*Last Updated: 23-Aug-2022*


OP Action Title: 12.1.1.3 PROJECT: Jindabyne Community Library

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	99%	16.66%	 GREEN

**OP Action Progress Comments:** Practical Completion issued 19 August  
Ministerial Launch 22 August  
Defects liability period has commenced (12 months from 19 August 2022)  
Financial acquittal and reporting underway with government funding bodies and final reports to be undertaken before end of October 2022

*Last Updated: 25-Aug-2022*

OP Action Title: 12.1.2.4 PROJECT: New Civic Complex (Stage 1-Detailed Design)

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	 GREEN


**OP Action Progress Comments:** Workshop held with ELT with Colliers and Cox Architects (Masterplanning)  
2 Draft reports provided  
2 extensions on scope requested  
Final designs (masterplans) and feasibility due September 2022

*Last Updated: 25-Aug-2022*


OP Action Title: 12.1.2.5 PROJECT: Delegate School of Arts

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Officer	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> Stage 1 - new toilet - builder has completed demolition work and currently preparing site for new footings and concrete slab. Stage 2 &amp; 3 - currently reviewing proposal drainage plans - shared proposed works program with PWA for review and comments</p> <p><i>Last Updated: 18-Aug-2022</i></p>						


OP Action Title: 12.1.2.6 PROJECT: Yallambee Lodge New Section of Facility

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> Designs complete. Garage demolition complete. DA lodgement underway. Draft of SEE underway QS complete</p> <p><i>Last Updated: 25-Aug-2022</i></p>						


OP Action Title: 12.1.2.7 PROJECT: Bombala Arts and Innovation Centre Building Upgrade

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> Request for Quotations in market. Works expected to commence October 2022 Economic Development continuing discussions to find potential lead tenant to cover ongoing running costs.</p> <p><i>Last Updated: 25-Aug-2022</i></p>						


OP Action Title: 12.1.2.8 PROJECT: Delegate Preschool Renewal of Drainage Systems

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Officer	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	 RED
<b>OP Action Progress Comments:</b> - Upgrade from Fire Consultant - awaiting on FRNSW for the FEBQ review however, we are expecting delay from FRNSW due to their existing work load - Access Consultant has provided the Inspection report with Performance Solution report, and it is currently under review by internal stakeholders.						
<i>Last Updated: 25-Aug-2022</i>						


OP Action Title: 12.1.2.9 PROJECT: Strengthening Communities Safer Places Project

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Support Officer	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Have received 11 of the 14 Audit Reports, have started to review and correlate the works that need to be completed at each site, this will take some time and the community / 355 committees will need to be engaged. Once we have the last 2 reports we will be able to prioritise works and create individual project plans. AED's will be delivered soon and these will be placed at the nominated sites before the end of the year. We have received quotes for the First Aid + Remote which we will roll out next year.						
<i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 12.1.2.10 PROJECT: Jindabyne Town Centre Improvements

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	 RED
<b>OP Action Progress Comments:</b> To be consolidated with all Jindabyne Town Centre Projects via report to Council to integrate with SAP Plans. Report to follow meeting with State Government due October Council Meeting 2022						
<i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 12.1.2.11 PROJECT: Aitchison Cottage Berridale

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	 GREEN


**OP Action Progress Comments:** Trinder Constructions to complete capping of chimney.  
SMRC Heritage advisor undertaking scope of works in preparation of future grants/project scoping requirements.  
First draft scope of works presented back to community group.  
*Last Updated: 25-Aug-2022*

OP Action Title: 12.1.2.12 PROJECT: Bombala Caretaker Cottage

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Support Officer	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	


**OP Action Progress Comments:** Will return to Council as per resolution from July 2022 Meeting with quotes for renovation.  
*Last Updated: 01-Aug-2022*

OP Action Title: 12.1.2.13 PROJECT: Bombala Depot - Female Amenities

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	Completed	01-Jul-2022	30-Jun-2023	100%	16.66%	

**OP Action Progress Comments:** Completed and handed over to Land & Property team.  
*Last Updated: 01-Aug-2022*




OP Action Title: 12.1.2.14 PROJECT: Bombala Exhibition Hall, CWA Room Upgrades

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Support Officer	In Progress	01-Jul-2022	30-Jun-2023	80%	16.66%	

**OP Action Progress Comments:** Painting almost complete, project almost ready to be finalised.  
*Last Updated: 01-Aug-2022*

OP Action Title: 12.1.2.15 PROJECT: Jindabyne Holiday Park Drainage Upgrades

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
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Project Officer	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> - Hydraulic Consultant working on final design - have issued a proposed works program to NRMA and internal stakeholders for review and comments. Awaiting response.  <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 12.2.5.1 Project management framework is in place to ensure consistency and strategic decision making						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	8%	16.66%	 RED
<b>OP Action Progress Comments:</b> Training for new cohort scheduled for September 2022 Updated documents for new Intranet (September) (internal) Simplified framework for public /355 use on external website (November)  <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 12.4.1.5 PROJECT: Swimming Pool Upgrades, Stage 1 Bombala and Cooma						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	5%	16.66%	 RED
<b>OP Action Progress Comments:</b> Public Works Advisory Undertaking full PM activity on behalf of SMRC. This includes procurement, contracting, supervision and reporting. Meeting held with Cooma pool operators to finalise draft tender package 24 August 2022. No response received from Bombala Pool operators as at 25 August 2022. Updates to be provided to SCCF Grants Management Office.  <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 12.4.2.6 PROJECT: Ginger Lee Playground						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>

Project Support Officer	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	<div><div></div><div></div><div></div></div> <div>GREEN</div>
<b>OP Action Progress Comments:</b> this project is well under way with some pathway work already completed. <i>Last Updated: 01-Aug-2022</i>						
OP Action Title: 12.4.2.7 PROJECT: Nimmitabel Showground Luncheon and Bar Upgrades						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Support Officer	In Progress	01-Jul-2022	31-Dec-2022	60%	60.00%	<div><div></div><div></div><div></div></div> <div>GREEN</div>
<b>OP Action Progress Comments:</b> Work is well underway and should be completed by 30 September 2022. The chimney has been repointed and capped. The lights have been replaced, extraction fans are going in on 25 August 2022. Demolition is complete on the non-compliant ramps and stairs - these will be rectified and completed by 14 September 2022. The new guttering is being fitted on 25/26th of August. Kitchen bench has been updated and fixed to the floor. Small variation required to ensure all guttering/ downpipes are connected to the water tanks. <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 12.4.2.8 PROJECT: Lake Jindabyne Shared Trail						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	20%	16.66%	<div><div></div><div></div><div></div></div> <div>GREEN</div>
<b>OP Action Progress Comments:</b> o PWA: - Input land-owner details into the Centre for property Acquisition Hub Activities Scheduled: - Receive DWG files from Cardno (by middle August) - Have GIS prepare aerial maps showing easement - Engage approved valuer to prepare valuation reports  Apex Archaeology Current Work Status: - Completed field surveys (due to adverse weather conditions, some still outstanding) - Liaising with SMRC and BBLALC to schedule text excavation program within several PAD areas; another area has been identified of PAD/artefact scatter within Stage 5.1 (other areas already identified in Stage 1.1 and 2.1) - Continue work on ACHA - Continue to prep and submit ACHA for Tyrolean section Project Forecast: - Finalise fieldwork						

- Draft report will be prepared post fieldwork (noting delay until October testing can be completed)
- Schedule testing for October within PAD areas
- Tyrolean: Submit ACHA to HNSW for AHIP

The Environmental Factor:

JST Sections 2.1 and 3.1:

Activities completed:

- Confirmation received that BDAR will be prepared for both projects
- ADD complete for Hatchery Bay trail

Current Work Status:

- Currently preparing reports and offset calculation alongside SEE
- ACHA being completed for Kunama to East Jindabyne – completion October

Tyrolean:

Activities Completed:

- Apex completed ACHA and issue final versions with additional community consultation included

Current Work Status:

- Additional site assessments for end of May to work toward finalising the ACHA

Project forecast:

- Targeted Surveys scheduled for Spring 2022 – complete in Sept and Nov to align with species (surveys required for BDAR)

*Last Updated: 25-Aug-2022*

OP Action Title: 12.4.2.9 PROJECT: Jindabyne Sportsground Upgrade Amenities




Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Support Officer	In Progress	01-Jul-2022	31-Dec-2022	15%	33.20%	 RED

**OP Action Progress Comments:** Contract has been signed by all parties and works have started. We have been provided with a plan for the new grandstand roof which has been provided to community remembers for review - this is to be approved by 26 August 2022. On site construction is due to start on 3 October 2022 and will take around 18 weeks to complete taking us too February 2023.

*Last Updated: 25-Aug-2022*

OP Action Title: 12.4.2.10 PROJECT: Jindabyne Skate Park Upgrade

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
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Project Support Officer	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<p><b>OP Action Progress Comments:</b> Community Consultation on initial concept complete. Report provided back to community. Establishing community group to guide project - 4 x students, Jindabyne Skate Association, SHL, Jindabyne Bowling Club. Reporting on time for PWA/DRNSW Delivered under the BLER Fund.</p> <p><i>Last Updated: 01-Aug-2022</i></p>						
OP Action Title: 12.4.2.11 PROJECT: Cooma Footpath Pavers CBD Streetscape Beautification (Sharp St - Cooma Creek Bridge to Soho St)						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>
Project Specialist	In Progress	01-Jul-2022	30-Jun-2023	75%	60.00%	 GREEN
<p><b>OP Action Progress Comments:</b> Segments 1, 2 and 3 are completed. Segment 4 is 90% completed. Segment 5 has been commenced. Awaiting final delivery of pavers. Proposed completion date is mid-December.</p> <p><i>Last Updated: 24-Aug-2022</i></p>						
OP Action Title: 12.4.2.12 PROJECT: Cooma Regional Sports Hub						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>
Recreation Planner	In Progress	01-Jul-2022	30-Apr-2023	20%	20.00%	 GREEN
<p><b>OP Action Progress Comments:</b> License and Deed agreements have been signed by both SMRC and Department of Education. This allows formal access to start construction. The project tender has been awarded to Project Coordination. The construction contract is being finalised and has required some additional negotiations. The contract will be signed by the end of August with construction scheduled to commence in September</p> <p><i>Last Updated: 23-Aug-2022</i></p>						
OP Action Title: 12.4.2.16 PROJECT: Adaminaby Street Improvements						
<b>Responsible Person</b>	<b>Status</b>	<b>Start Date</b>	<b>End Date</b>	<b>% Complete</b>	<b>Target</b>	<b>On Target %</b>

Project Specialist	In Progress	01-Jul-2022	30-Jun-2023	10%	10.00%	<div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> Geotechnical survey and design work underway. Waiting for final plans. <i>Last Updated: 24-Aug-2022</i>						
OP Action Title: 12.4.2.17 PROJECT: Bombala Showground Upgrades						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Support Officer	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	<div><div></div><div></div><div></div></div> RED
<b>OP Action Progress Comments:</b> - Currently reviewing LV Electrical Design - Electrical Consultant working with Essential Energy to develop HV Electrical Design  <i>Last Updated: 01-Aug-2022</i>						
OP Action Title: 12.4.2.18 PROJECT: Jindabyne Town Centre Pavers						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	5%	16.66%	<div><div></div><div></div><div></div></div> RED
<b>OP Action Progress Comments:</b> To be consolidated with all Jindabyne Town Centre Projects via report to Council to integrate with SAP Plans. Report to follow meeting with State Government due October Council Meeting 2022. Noting Pavers project will be difficult to realise until the issues with the awnings have been addressed (guttering, awnings and water run off must be addressed before pavers are replaced or they will need to be replaced in 50% of usual life span) Awnings are responsibility of shop owners. Shop owners in Town Centre difficult to gain consensus no strata/body corporate in place to facilitate decision making. <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 12.4.2.19 PROJECT: Jindabyne Town Centre Upgrades						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	5%	16.66%	<div><div></div><div></div><div></div></div> RED
<b>OP Action Progress Comments:</b> To be consolidated with all Jindabyne Town Centre Projects via report to Council to integrate with SAP Plans. Report to follow meeting with State Government due October Council Meeting 2022 <i>Last Updated: 25-Aug-2022</i>						


OP Action Title: 2.2.2.3 PROJECT: Bombala Caravan Park Upgrades

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Support Officer	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	

**OP Action Progress Comments:** Scope of works agreed, request for tender to market.

*Last Updated: 01-Aug-2022*


OP Action Title: 2.2.3.2 PROJECT: Cooma North Ridge - Community Place for Space

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Officer	In Progress	01-Jul-2022	30-Jun-2023	31%	16.66%	

**OP Action Progress Comments:** Design of signage suite  
 - completed review of draft with SMRC Comms team and CNR Committee  
 - WG currently compiling feedbacks and last minute changes for final draft prior to manufacturing stage  
 Upgrade Borrow Pits trail  
 - engaged local contractor and they have just commence trail work  
 Upgrade trail from Crisp St to Southern Gate (past Scout Hall)  
 - working RFS on the walking/fire trail but RFS will do most of the ground work

*Last Updated: 01-Aug-2022*

OP Action Title: 2.2.3.3 PROJECT: Mt Gladstone Amenities Upgrades


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	Completed	01-Jul-2022	30-Jun-2023	100%	16.66%	

**OP Action Progress Comments:** Completed and handed over to Civic Maintenance team.


*Last Updated: 01-Aug-2022*

OP Action Title: 2.2.3.4 PROJECT: Jindabyne Town Centre Toilet Block Demolition


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
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Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	11%	16.66%	 RED
<b>OP Action Progress Comments:</b> To be consolidated with all Jindabyne Town Centre Projects via report to Council to integrate with SAP Plans. Report to follow meeting with State Government due October Council Meeting 2022 <i>Last Updated: 25-Aug-2022</i>						


OP Action Title: 2.2.3.5 PROJECT: Jindabyne Town Centre Toilet Block

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	 RED
<b>OP Action Progress Comments:</b> To be consolidated with all Jindabyne Town Centre Projects via report to Council to integrate with SAP Plans. Report to follow meeting with State Government due October Council Meeting 2022 <i>Last Updated: 25-Aug-2022</i>						





OP Action Title: 9.2.4.8 PROJECT: Bombala and Delegate Water Supplies

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
W&WW Project Management Consultant	In Progress	01-Jul-2022	30-Jun-2023	18%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Project Update from Water & Waste Water: Pursuant to resolution 166/22 W&WW are in negotiations with the preferred supplier to finalise the award of the WT plants. A report to ELT is expected to be presented to the ELT for approval to award by the end of September 2022. <i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 9.2.4.11 PROJECT: Jindabyne Holiday Park Fire Service Upgrades

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Officer	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> - reviewing consultant's specification and finalizing scope of works - have issued proposal works program to NRMA and Council stakeholder for review and comments. Awaiting on response before proceeding to the next stage. <i>Last Updated: 18-Aug-2022</i>						


OP Action Title: 9.3.1.2 PROJECT: Jindabyne Landfill capping, scoping and design upgrade to transfer station

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Specialist	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Discussion with GHD early August to start plans for Transfer Station. Council to decide on operational changes while landfill is closed and transfer station is operational, eg - Will Berridale Transfer Station need to be open for longer hours? - Weekly household collections to go to Cooma Landfill, and - EPA licence variation  <i>Last Updated: 25-Aug-2022</i>						
OP Action Title: 9.3.1.3 PROJECT: Build a Waste Transfer Station at Jindabyne, scope, design and land acquisition						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Specialist	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> See 9.3.1.2 joint project  <i>Last Updated: 01-Aug-2022</i>						
OP Action Title: 9.3.1.4 PROJECT: Delegate Landfill Rehabilitation and Capping						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Project Specialist	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Contract advertised on Vendor Panel 1st August 2022. Closing date amended to 9th September.  <i>Last Updated: 23-Aug-2022</i>						
OP Action Title: 9.3.1.5 PROJECT: Bombala Landfill Upgrades						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	Not Started	01-Jul-2022	30-Jun-2023	0%	16.66%	 RED

**OP Action Progress Comments:** Awaiting progress on Jindabyne as first priority.

*Last Updated: 25-Aug-2022*


OP Action Title: 9.3.2.4 PROJECT: Cooma Compost Facility

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN

**OP Action Progress Comments:** Design progressing with MRA - options paper being prepared to address technology options.

*Last Updated: 01-Aug-2022*

OP Action Title: 9.3.2.5 PROJECT: Complete weighbridge IT replacement


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	5%	16.66%	 RED

**OP Action Progress Comments:** Project has been delayed due to employee absence.

*Last Updated: 01-Aug-2022*

#### RFS/SES Support Service


OP Action Title: 13.2.13.1 Customer requests responded to in accordance with Council's Customer Service Charter and Rural Fire Service Level Agreement

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	8%	16.66%	 RED

**OP Action Progress Comments:** Administration and Financial support provided to RFS in accordance with agreed activities. 2022 Establishment meeting held July 2022


*Last Updated: 01-Aug-2022*

OP Action Title: 13.2.14.1 Administration and support provided to LEMO

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	8%	16.66%	 RED

**OP Action Progress Comments:** Administration support from Corporate Projects provided.  
Vacancy in Risk Officer Role - LEMO role currently vacant. Action to update/recruit LEMO being led by RFS, supported by Acting Mgr Corporate Projects  
*Last Updated: 25-Aug-2022*


OP Action Title: 13.2.15.1 Payments made to the agencies in line with contribution assessments

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	8%	16.66%	 RED

**OP Action Progress Comments:** Undertaken with finance - monthly reporting.  
Administration resource within Corporate Projects utilised  
*Last Updated: 02-Sep-2022*


#### Risk Management

OP Action Title: 13.2.11.1 Insurance claim reports are generated and reported to Council through performance reporting

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	In Progress	01-Jul-2022	30-Jun-2023	8%	16.66%	 RED

**OP Action Progress Comments:** Risk Officer role has been vacant since July 2021. Insurance being coordinated through Corporate Projects. Reporting currently ad hoc.  
*Last Updated: 01-Aug-2022*

OP Action Title: 13.2.12.1 Council's insurance policies are reviewed and updated

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Senior Project Manager	Completed	01-Jul-2022	30-Jun-2023	100%	16.66%	 GREEN

**OP Action Progress Comments:** All policies renewed for 2022  
*Last Updated: 01-Aug-2022*

#### Fleet and Plant

## Fleet and Plant

OP Action Title: 13.2.16.1 Replace identified plant items for financial year in alignment with the ten year Plant Replacement Program and Fleet Management Procedure

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Fleet & Plant	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	<div><div></div><div></div><div></div></div> RED

**OP Action Progress Comments:** Currently awaiting advice from finance on available capital budget. Preparing specifications and working documents.

*Last Updated: 24-Aug-2022*

OP Action Title: 13.2.16.2 Maintain annual and ten year Plant Replacement Program

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Fleet & Plant	In Progress	01-Jul-2022	30-Jun-2023	20%	20.00%	<div><div></div><div></div><div></div></div> GREEN

**OP Action Progress Comments:** Maintenance of program underway. To be distributed to management group in November for review and feedback.

*Last Updated: 01-Aug-2022*

OP Action Title: 13.2.16.3 PROJECT: Plant and vehicle capital replacement program. General, Water and Wastewater

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Fleet & Plant	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	<div><div></div><div></div><div></div></div> RED

**OP Action Progress Comments:** No assigned capital budget yet. 40 major plant and 47 minor plant items identified for replacement, plus 8 carry forward replacements still underway from last FY.

*Last Updated: 24-Aug-2022*


OP Action Title: 13.2.17.1 Internal service provision of heavy plant, light plant, leaseback and minor plant

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Fleet & Plant	In Progress	01-Jul-2022	30-Jun-2023	16%	16.66%	<div><div></div><div></div><div></div></div> GREEN

**OP Action Progress Comments:** Budget constraints maintained and plant availability is >96%. Several exceptions being plant 10864 Ammann Roller (engine rebuild), this item has been replaced so not impacting operations and will be sold when operational, and 10747 Garbage Truck which is at the dealership for ECU issues.

*Last Updated: 25-Aug-2022*

OP Action Title: 13.2.17.2 Servicing and repair of Council's plant and fleet assets

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Fleet & Plant	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Fleet have 135 finalised maintenance work orders for FY with an average repair time of 2.9hrs. Plant availability based on available working hours is >98%.

*Last Updated: 25-Aug-2022*

## Governance

### Governance

OP Action Title: 13.2.11.2 PROJECT: Develop a framework for policies and procedures to support the organisation

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Coordinator Governance	In Progress	01-Jul-2022	30-Jun-2023	5%	16.66%	 RED

**OP Action Progress Comments:** The focus of the governance team this calendar year has been to ensure that the policies required to be adopted by a new council within given time frames are on track.

During this operational plan period a framework for policy and procedure review will extended to all policies will be scoped and following approval commence.

*Last Updated: 09-Aug-2022*

OP Action Title: 13.2.18.1 Delegations register is reviewed and updated


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Coordinator Governance	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	 GREEN

**OP Action Progress Comments:** The delegations of the CEO and Mayor will be presented to council in November 2022 for approval. This is one of the statutory requirements required by a new council in its first 12 months. Other delegations are reviewed on a position by position basis. Amendments to the delegations register are managed through a formal request process

culminating in final approval by the Chief Executive Officer.

*Last Updated: 01-Sep-2022*

OP Action Title: 13.2.19.1 GIPA requests are resolved within adopted timeframes

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Coordinator Governance	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	 GREEN

**OP Action Progress Comments:** GIPA information requests are being processed within the appropriate guidelines.

Updated GIPA processes have been distributed to internal stakeholders for comment. The corporate systems for collection of data processing statistics are under review and further work required to provide accurate status updates. Progress is being made to update and disseminate updated procedures while operational requirements have delayed stakeholder input to progress the improvements.

*Last Updated: 29-Aug-2022*

OP Action Title: 13.2.20.1 Approved funding for donations and sponsorships

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Coordinator Governance	In Progress	01-Jul-2022	30-Jun-2023	75%	16.66%	 GREEN

**OP Action Progress Comments:** The donations and sponsorship program is almost complete with applications processed and successful payment made in July. Recurring payments due for processing week beginning 29.08.2022. The Boco Rock Community enhancement funding is underway. The committee has 29 applications and will meet on 5 September to determine funding distribution.

*Last Updated: 29-Aug-2022*


OP Action Title: 13.2.21.1 Management of Designated Persons Returns

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Coordinator Governance	In Progress	01-Jul-2022	30-Jun-2023	50%	66.66%	 AMBER

**OP Action Progress Comments:** Designated persons return forms have been distributed and are due for return by end of August. The collated returns will be reported to council in October 2022

*Last Updated: 01-Aug-2022*


OP Action Title: 13.2.22.1 Councillor induction and training opportunities

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Coordinator Governance	In Progress	01-Jul-2022	30-Jun-2023	90%	16.66%	 GREEN

**OP Action Progress Comments:** Induction training for the new councillor is being coordinated by the executive office and will likely comprise of face to face on site and online training.

*Last Updated: 29-Aug-2022*


OP Action Title: 13.2.23.1 Code of Conduct complaints

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Coordinator Governance	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	 GREEN

**OP Action Progress Comments:** Code of conduct complaints are being managed in accordance with the procedures for the administration of the model code of conduct for local Councils in NSW.

*Last Updated: 01-Sep-2022*

OP Action Title: 13.2.24.1 Section 355 Advisory and Management Committee minutes and recommendations are reported to Council.

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Acting Coordinator Governance	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** At the ordinary meeting of Council on 15 September minutes of the Cooma North Ridge Reserve Advisory Committee Meeting Minutes held 25 May and 22 June 2022 and the Bombala Exhibition Ground Management Committee Meeting Minutes 13 July and 11 August 2022 will be presented to Council. A separate report seeking approval of a renewed charter and councillor representation on the Cooma North Ridge Reserve Advisory Committee will be presented. Support for committees is provided on request comprising of phone and email support.

*Last Updated: 29-Aug-2022*


OP Action Title: 13.2.25.1 Council records are maintained in Council's electronic document records management system (EDRMS)

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Team Leader Records Management	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	

**OP Action Progress Comments:** Ongoing training and support is provided to existing and new staff as required.

*Last Updated: 01-Aug-2022*

OP Action Title: 13.2.25.2 New staff receive training in records management

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Team Leader Records Management	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	

**OP Action Progress Comments:** New staff are identified through the on boarding process and training tailored to suit the requirements of the role within council. Quarterly updates on new staff training will be provided.

*Last Updated: 01-Aug-2022*

OP Action Title: 13.2.25.3 Allocation of incoming documents to appropriate staff within Customer Service Charter

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Team Leader Records Management	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	

**OP Action Progress Comments:** Incoming documents are generally distributed within 48 hours of receipt. Currently exploring improved systems management to enable accurate reporting of statistics.

*Last Updated: 02-Aug-2022*

OP Action Title: 13.2.25.4 Seek costings for digitisation of Councils Records


Information and Communication Technology

OP Action Title: 11.1.1.3 Review fit for purpose applications: InfoCouncil, CAMMS Enterprise Resource Planning Mapinfo, SaaS subscription services (InOutBoard, Zoom, MessageMedia, Storyline360)						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator ICT	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	<div><div></div><div></div><div></div></div> GREEN
OP Action Progress Comments: To commence in September 2022						
Last Updated: 02-Sep-2022						

OP Action Title: 11.1.1.4 Cyber Security - Annual testing and review						
Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator ICT	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	<div><div></div><div></div><div></div></div> GREEN
OP Action Progress Comments: To commence in February 2023						

Last Updated: 02-Sep-2022

OP Action Title: 11.1.2.1 End-user Support Helpdesk requests

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator ICT	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** 2022 08 August Performance (to 24/08/2022)

Requests Acknowledged within 30 mins = 59.8% (236 out of 395) (Target 90%)

Requests resolved within SLA (Target 80%+):

Total Resolved Requests = 308

Critical (2h) = NA

Urgent (6h) = 100% (1 out of 1)

High (2d) = 93.7% (16 out of 17)

Medium(7d) = 94.9% (254 out of 268)

Minor (14d) = 100% (12 out of 12)

Low (30d) = 100% (9 out of 9)

Very Low (90d) = 100% (1 out of 1)

Open requests over SLA (Target <20%)

Total Open Requests = 229

Critical (2h) = 0.0% (0 out of 0 are overdue)

Urgent (6h) = 100% (1 out of 1 are overdue)

High (2d) = 100% (10 out of 10 are overdue)

Medium(7d) = 79.6% (86 out of 108 are overdue)

Minor (14d) = 95.3% (61 out of 64 are overdue)

Low (30d) = 68.7% (11 out of 16 are overdue)

Very Low (90d) = 50.0% (6 out of 12 are overdue)

Project - Short (14d) = 12.5% (1 out of 8 are overdue)

Project - Medium (30d) = 60.0% (3 out of 5 are overdue)


Project - Long (90d) = 20.0% (1 out of 5 are overdue)

Overdue tickets are impacted by the helpdesk system not supporting a stop the clock function for tickets waiting on customer feedback. The current system does not provide an auto close function for tickets marked as resolved. ICT staff also need to update and close tickets when completed. A replacement helpdesk system will launch 1 September.

Customer Satisfaction = 100% from 3 responses (Target 90%+)

*Last Updated: 24-Aug-2022*

OP Action Title: 11.1.3.1 Network, system, software, telecommunications, GIS and security administration

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator ICT	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Network Administration

2022 08 24 - Wired and wireless network configured and tested at Jindabyne Library.

Software administration

2022 08 24 - Corporate information systems patching was completed

Telecommunications administration

2022 08 24 - Call centre system experienced downtime of 8 hours. Secondary SFB system was utilised to process incoming calls.

GIS

2022 08 24 - Currently 67 road naming applications in progress or due to be submitted. Each will require multiple urban and rural addresses to be allocated before subdivision processes.

Proposed road name bank being developed to reduce road name approval delays.

Adjustment to Mapinfo SSA GIS system operation has improved stability issues.


GIS consultants engaged to assist with development of the recreation strategy due to internal resource availability.

Implementing SAP planning controls in GIS and CIS - due date for completion is 3/09/2022.

Continuing development of detailed map of road ownership for the LGA

*Last Updated: 24-Aug-2022*

OP Action Title: 11.1.6.1 Undertake the Capital Leasing Production Server and Storage Hardware Replacement Program for the financial year

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator ICT	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** 2022 08 24 - Specification development ongoing.

2022 07 28 - Review of leasing schedules commenced with equipment leasing vendor. Development of specification for replacement of production servers has commenced.

*Last Updated: 24-Aug-2022*

OP Action Title: 13.2.11.3 Review, update and develop ICT policies and procedures

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator ICT	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	<div><div></div><div></div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> To commence in September 2022 <i>Last Updated: 02-Sep-2022</i>						

OP Action Title: 3.2.1.4 PROJECT: Cemetery Plot Mapping Project

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator ICT	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	<div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> To commence in October 2022						
<i>Last Updated: 02-Sep-2022</i>						

## Internal Audit

## Internal Audit

OP Action Title: 13.2.26.1 ARIC meetings are held to ensure good performance and governance

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Strategy Officer	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	<div><div></div><div></div><div></div></div> GREEN
OP Action Progress Comments: No meetings scheduled for this period.						
Last Updated: 02-Aug-2022						


OP Action Title: 13.2.27.1 Actions from ARIC meetings are completed on time

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Strategy Officer	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	<div><div></div><div></div><div></div></div> GREEN
<b>OP Action Progress Comments:</b> First meeting for period not yet held to for indicator to be measured.						
<i>Last Updated: 02-Sep-2022</i>						

## Strategy Development

### Asset Management


OP Action Title: 10.2.1.1 Undertake Traffic Counts

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Team Leader Asset Management	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** 6 counters deployed this month

*Last Updated: 26-Aug-2022*


OP Action Title: 10.3.11.1 Annual works program for Infrastructure Transport

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Team Leader Asset Management	In Progress	01-Jul-2022	30-Jun-2023	10%	16.66%	 RED

**OP Action Progress Comments:** Reviewed existing NAMS works program

*Last Updated: 26-Aug-2022*


OP Action Title: 12.2.6.1 Review Asset refurbishment and replacement plan

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Team Leader Asset Management	Not Started	01-Jul-2022	30-Jun-2023	0%	16.66%	 RED

**OP Action Progress Comments:** The review has not yet started

*Last Updated: 01-Sep-2022*


OP Action Title: 12.2.6.2 PROJECT: Revaluation of assets - Buildings and Operational Land

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Team Leader Asset Management	In Progress	01-Jul-2022	30-Jun-2023	5%	16.66%	 RED

**OP Action Progress Comments:** No progress this month due to other priorities (Asset Service Review etc)

*Last Updated: 26-Aug-2022*

OP Action Title: 13.2.28.1 Asset Management Plans are reviewed

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Team Leader Asset Management	Not Started	01-Jul-2022	30-Jun-2023	0%	16.66%	 RED

**OP Action Progress Comments:** Have not commenced reviews

*Last Updated: 01-Sep-2022*

OP Action Title: 13.2.29.1 Asset depreciation rates and useful lives are reviewed

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Team Leader Asset Management	In Progress	01-Jul-2022	30-Jun-2023	15%	16.66%	 GREEN

**OP Action Progress Comments:** Currently underway

*Last Updated: 01-Aug-2022*

### Corporate Reporting

OP Action Title: 13.2.30.2 Deliver service level statements to provide transparency and accountability


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Strategy Development	In Progress	01-Jul-2022	30-Jun-2023	18%	16.66%	 GREEN

**OP Action Progress Comments:** Service descriptions have been developed for the primary services delivered by Council, and they are located as service descriptions within the Delivery Program and Operational Plan. Several Service Reviews are currently underway, development of CRM and completed Asset Management Plans all assist in informing service levels.


*Last Updated: 29-Jul-2022*

OP Action Title: 14.2.5.1 Undertake the Annual Community Satisfaction Survey


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
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Coordinator Strategy Development	In Progress	01-Jul-2022	30-Jun-2023	60%	50.00%	 GREEN
<b>OP Action Progress Comments:</b> Taverner Research group has been awarded the 2022 Customer Satisfaction Survey work. The draft survey has been prepared and the survey is due to commence the week of 17 September 2022 and will run for a two week period It is anticipated that the draft report will be presented at the end of October 2022. <i>Last Updated: 29-Aug-2022</i>						


OP Action Title: 14.3.1.1 Report on Council's progress and performance against the actions within the Operational Plan

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Strategy Development	In Progress	01-Jul-2022	30-Jun-2023	18%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> The monthly performance report has been prepared for the Council meeting in August, 2022 Council meeting. <i>Last Updated: 29-Aug-2022</i>						

OP Action Title: 14.3.2.1 Prepare an Annual Report for the community highlighting Council's achievements against the Delivery Program


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Strategy Development	In Progress	01-Jul-2022	30-Jun-2023	20%	20.00%	 GREEN
<b>OP Action Progress Comments:</b> The project plan for the Annual Report has been prepared. Corporate Planning will disseminate Statutory Reporting requirements to responsible officers in September. Responsible officers will provide narration on the progress of the Delivery program, and the finalised signed-off Financial Statements are on track for inclusion within the Annual Report to be endorsed by 30 November 2022. <i>Last Updated: 29-Jul-2022</i>						

OP Action Title: 15.1.2.2 Annual review of the Delivery Program undertaken, to ensure it aligns with the CSP

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Strategy Development	In Progress	01-Jul-2022	30-Jun-2023	18%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Initial project planning is underway, with internal stakeholder meetings to commence in late August to agree on milestone delivery and project task allocation and management. <i>Last Updated: 29-Jul-2022</i>						

#### Strategic Planning


OP Action Title: 1.1.8.1 Planning Proposals are assessed within the Local Environmental Plan Making Guidelines

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	

**OP Action Progress Comments:** Relevant Planning Proposal Received by Council are being appropriately assessed in accordance with Council policy and NSW Government Guidelines. As of August 2022 Council has one active planning proposal.

*Last Updated: 25-Aug-2022*


OP Action Title: 1.2.2.1 Assist in the delivery of related events and activities

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	Completed	01-Jul-2022	30-Jun-2023	100%	16.66%	

**OP Action Progress Comments:** Delivered NAIDOC week events in relation to all schools event and family fun day event. This action is complete as per the measure in the Operational Plan. We are assisting in the delivery of an international day of people with disability event.

*Last Updated: 25-Aug-2022*


OP Action Title: 1.2.3.1 Support community groups to plan and deliver their own events, access grant funding, enable volunteerism

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	

**OP Action Progress Comments:** A significant amount of staff resources have gone towards supporting community groups to plan and deliver their own events, access grant funding and enable volunteerism. An example of this is Council collaboration with Schools to run the all schools NAIDOC week event. Another example is coordinating the Jindabyne Safety meeting working with many community groups to empower them to achieve positive outcomes. No further update.

*Last Updated: 25-Aug-2022*


OP Action Title: 1.2.3.2 PROJECT: Arts and Culture Strategy

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	

**OP Action Progress Comments:** This has not yet commenced and will commence once the Arts and Culture committee have had an opportunity to meet. No further update.

*Last Updated: 25-Aug-2022*


OP Action Title: 12.2.6.3 PROJECT: Parking Gap Analysis for Cooma

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	Not Started	01-Jul-2022	30-Jun-2023	0%	0.00%	 GREEN

**OP Action Progress Comments:** This project has not commenced, parking surveys anticipated to begin later this year to inform gap analysis project. No further update.

*Last Updated: 25-Aug-2022*


OP Action Title: 12.4.2.13 PROJECT: Local Infrastructure Contributions Plan (LICP) - staged development

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	Completed	01-Jul-2022	30-Jun-2023	100%	16.66%	 GREEN

**OP Action Progress Comments:** This project has been completed ahead of schedule and new plan has been adopted by Council and taken effect. No further update.

*Last Updated: 25-Aug-2022*


OP Action Title: 12.4.2.14 PROJECT: Recreation Strategy

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	30%	16.66%	 GREEN

**OP Action Progress Comments:** A community survey and targeted stakeholder engagement has been undertaken. Council staff are currently drafting the strategy. No further update.

*Last Updated: 25-Aug-2022*

OP Action Title: 12.4.2.15 PROJECT: Cooma and Cooma Back Creek Beautification

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	Not Started	01-Jul-2022	30-Jun-2023	0%	16.66%	 RED

*Last Updated: 28-Jul-2022*


OP Action Title: 14.2.6.1 Provide feedback on State Significant Development (SSD) applications

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** Draft SEARs from Billingra Solar Farm SSD application were received and Council Staff have provided relevant comments. No further update and no additional SSD applications have been received.

*Last Updated: 25-Aug-2022*

OP Action Title: 14.2.7.1 Provide a response to relevant policy changes

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Ongoing advocacy. A rehab provider has requested assistance to work with SAP on providing rehab service to Jindabyne. As per the measure response has been provided and contact with SAP team has been made.

*Last Updated: 25-Aug-2022*

OP Action Title: 15.1.3.1 PROJECT: Climate Change Resilience Strategy

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Coordinator Strategy Development	In Progress	01-Jul-2022	30-Jun-2023	18%	16.66%	 GREEN

**OP Action Progress Comments:** Investigation of funding opportunities underway. High-level enquiries with CivicRisk Mutual have already taken place to determine whether any opportunities exist through our insurer for an internal climate risk assessment for the organisation; unfortunately, no funding is available to support such an initiative. External funding opportunities will continue to be pursued.


*Last Updated: 29-Jul-2022*

OP Action Title: 4.1.1.1 Community development supports and facilitates internal and external committees, including S355 and interagency


Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

*Last Updated: 01-Aug-2022*

OP Action Title: 4.1.1.2 PROJECT: Reconciliation Action Plan

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	50%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Draft plan has been conditionally approved by Reconciliation Australia. Draft plan will now be reported to Council to be placed on Public Exhibition. Expected to be reported to November Council meeting. No further update. <i>Last Updated: 25-Aug-2022</i>						


OP Action Title: 4.1.1.3 PROJECT: Develop and implement Child Safe Organisation Program

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> Draft policy, draft framework and draft reporting guide have been prepared. Project group meets once a month and project is anticipated to be ongoing. No further update. <i>Last Updated: 25-Aug-2022</i>						

OP Action Title: 8.1.1.1 PROJECT: Development of the new Local Environmental Plan (LEP) - Staged development plan

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	40%	16.66%	 GREEN
<b>OP Action Progress Comments:</b> A comprehensive LEP is being draft and expected to be reported to Council this calendar year. A briefing with Councillor's on the draft LEP will be held on 1 September. <i>Last Updated: 25-Aug-2022</i>						


OP Action Title: 9.2.3.3 PROJECT: Development Servicing Plans (DSPs)

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	40%	16.66%	 GREEN

**OP Action Progress Comments:** Draft DSPs are being drafted and anticipated to brief Councillors on draft charges on 25 August. Based on Councillor feedback DSPs will be revised and draft DSPs are intended to be reported to Council in October to be placed on public exhibition for 6 weeks.

*Last Updated: 25-Aug-2022*


OP Action Title: 9.2.3.4 PROJECT: Disability Inclusion Action Plan (DIAP)

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	10%	5.00%	 GREEN

**OP Action Progress Comments:** Project plan has been prepared and undertaking literature review. Draft outcomes review from previous plan has commenced. Legislation has been changed and a new framework for DIAPs has been implemented. Department of community and justice will be holding an information session in September. Further update will be provided after this meeting.

*Last Updated: 25-Aug-2022*

OP Action Title: 9.2.4.9 PROJECT: Development of the Integrated Water Cycle Management (IWCM) Plan and Grey Water Management Plan

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Strategic Planner	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Project scope has been drafted for a gap analysis and preparing project plan for new IWCM project. Meeting was held on 24 August with DPE Water to discuss process and regulatory framework for IWCM project.


*Last Updated: 25-Aug-2022*

## Workforce Management Portfolio

### Workforce Management

#### Workforce Management


OP Action Title: 13.2.31.1 Payroll is undertaken

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** End of last year completed and lodged with ATO. Civica still causing concerns. Now training another payroll staff member.

*Last Updated: 01-Aug-2022*


OP Action Title: 13.2.31.2 Evaluation of salary system is undertaken

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	Completed	01-Jul-2022	30-Jun-2023	100%	16.66%	 GREEN

**OP Action Progress Comments:** Step review and implementation completed July 2022. Next major review in July 2023

*Last Updated: 01-Aug-2022*

OP Action Title: 13.2.31.3 Performance reviews are undertaken

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	20%	20.00%	 GREEN

**OP Action Progress Comments:** Process needs a re-work. This is scheduled for the next 6 months. 22/8 Update Draft completed and will be considered by ELT before broader consultation.

*Last Updated: 30-Aug-2022*


OP Action Title: 13.2.31.4 Vacant positions are recruited within two months

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Process to fill are functioning a lot quicker, however there are still some jobs that we cannot attract suitable employees for. We will continue attempting different advertising strategies.

*Last Updated: 01-Aug-2022*


OP Action Title: 13.2.32.1 New employees inducted into WHS

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** New on line tool is monitoring induction training and all new employees are now asked to complete this.

*Last Updated: 01-Aug-2022*

OP Action Title: 13.2.32.2 WHS incidents are reported

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Reports of incidents are increasing in frequency due to an increased focus on WH&S by new staff

*Last Updated: 01-Sep-2022*

OP Action Title: 13.2.32.3 Undertake workplace safety inspections

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** This is an area where performance across the organisation needs to improve. We continue to promote. Now targeting ELT members for sponsorship

*Last Updated: 22-Aug-2022*


OP Action Title: 13.2.33.1 Undertake an Australian Business Excellence Framework (ABEF) self-assessment of the organisation

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	25%	16.66%	 GREEN

**OP Action Progress Comments:** External reviews on key work areas have commenced. Implementation of field Force Four review also commencing.

*Last Updated: 01-Aug-2022*


OP Action Title: 13.2.33.2 Process Management Framework: Develop and implement a framework for effectively capturing, mapping, analysing and improving business processes

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	8%	16.66%	 RED

**OP Action Progress Comments:** We are rearranging staffing within Workforce to increase the focus on this area. Recruitment has not given us the staff we needed. Watch for progress September onward

*Last Updated: 02-Sep-2022*


OP Action Title: 13.2.34.1 Assets service review is undertaken and outcomes are reported to Council

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	48%	16.66%	 GREEN

**OP Action Progress Comments:** Review commenced 22/8. Should be completed September 22.

*Last Updated: 22-Aug-2022*

OP Action Title: 13.2.34.2 Service review program is to be completed outlining which service reviews are to be undertaken within the next four years

Responsible Person	Status	Start Date	End Date	% Complete	Target	On Target %
Chief Workforce Officer	In Progress	01-Jul-2022	30-Jun-2023	17%	16.66%	 GREEN

**OP Action Progress Comments:** Staffing changes being made to give us a small team to focus on this. Training to follow and then roll out.

*Last Updated: 01-Aug-2022*



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### 9.3.8 ROAD NAMING PROPOSAL - BIILMANN CLOSE

Record No: I22/588

#### OFFICER'S RECOMMENDATION

That Council approve the name Biilmann Close for gazettal by the Geographical Names Board.

#### ISSUES

The Biilmann Close name has been endorsed by Council for a new road to service a 13 lot subdivision of Brown St Berridale. No submissions were made in response to Public Notification. The proposal has been listed as 'Pre-Approved' by the Geographical Names Board but is also marked as 'Under Review'.

The road naming proposal has been put under review by Geographical Names Board after it was found that the name Biilmann is also used as part of a trading name for a business owned by the developer. The use of business names does not comply with the NSW Addressing Policy and User Manual. The development's proponent has provided background stating that the business is expected to be retired with completion of the subdivision due to impending retirement of the developments owner.

*Hi Brendan - apologies for the delay in responding.*

*We are of the view that Option 1 is the preferred and in our view the only option.*

*Kevin trades as Kevin Biilmann Builder. This is a trading name. He does not advertise at all and he is not listed in the yellow pages.*

*The fact is that Kevin is approaching retirement and the use of the trading name will also be retired once he gets the subdivision complete to fund his retirement.*

*Our view is that there is a substantial weight of evidence to indicate the family history and heritage link to the area is sufficient to warrant this name.*

*I hope this helps you. We are happy to assist in any way possible - the Biilmann family are very respected in our region and the family are committed to honouring that heritage.'*

This information was provided to the Geographical Names Board with their response provided below.

*The Geographical Names Board raises no objection with commemorating Ron and Ester Biilmann however under section 6.7.5 of the NSW Address Policy and User Manual, (Commercial and business names shall not be used, particularly where the name can be construed to be promoting the business. However, business names no longer in use and which promote the heritage of an area are acceptable). If the name Biilman Close could be construed as commemorating the builder of the development it would not meet guidelines outlined in the policy.' Consideration should be given to the overlap between the road name and business name and with respect to the heritage value of the name 'Biilmann' outlined in the Background section of this report when approving the road name for Gazettal by the Geographical Names Board.*

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## RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Low	Yes
Economic Activity	Low	Low	Yes
Environmental Security	Low	Low	Yes
External Political Environment	Low	Low	Yes
Financial Sustainability	Low	Low	Yes
Health and Safety	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Low	Low	Yes
Service Delivery	Low	Low	Yes

## FINANCIAL IMPACTS

Costs are part of the ongoing service provided by Council and this work can be undertaken within the existing budgets.

**RESPONSIBLE OFFICER:** David Rawlings, Chief Strategy Officer.

## IMPLEMENTATION PLANS

The action will be implemented by advancing the road naming proposal with Geographical Names Board to Gazettal.

## EXISTING POLICY/DECISIONS

Road naming is to adhere to the 2021 NSW Address Guidelines and User Manual. Link:

[https://www.gnb.nsw.gov.au/\\_data/assets/pdf\\_file/0004/229216/NSW\\_Address\\_Policy\\_and\\_User\\_Manual\\_2021.pdf](https://www.gnb.nsw.gov.au/_data/assets/pdf_file/0004/229216/NSW_Address_Policy_and_User_Manual_2021.pdf)

## BACKGROUND

A two stage 13 lot subdivision has been approved under DA 10.2019.3004109.1 off Brown Street Berridale. This new subdivision includes one new road to be dedicated to SMRC as a public road. This new road requires naming prior to finalisation of the subdivision.

The subdivision developer has proposed the name Biilmann Close. This name is in response to the long history of the Biilmann family in Berridale and surrounding regions going back five generations, after the original Biilmann came to Berridale as a grazier from Denmark in the late 1800s.

It is important to note that the basis of the names selection is on previous generations of the Biilmann family, not the current generation. The NSW Addressing Policy and User Manual 2021 restricts commemorative naming to deceased persons and restricts naming based on living

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persons or company names (a current Biilmann has 'Biilmann' as part of a company name). In this case Biilmann is used in the trading name of a business owned by the developer. Please see the issues section for information to guide Council on this matter,

Three Biilmann family members were born in Berridale and had ties to the greater Monaro region from the middle of the twentieth centuries, including community war time service and accomplishments from the middle of the twentieth centuries. This meets the requirements of commemorative road naming.

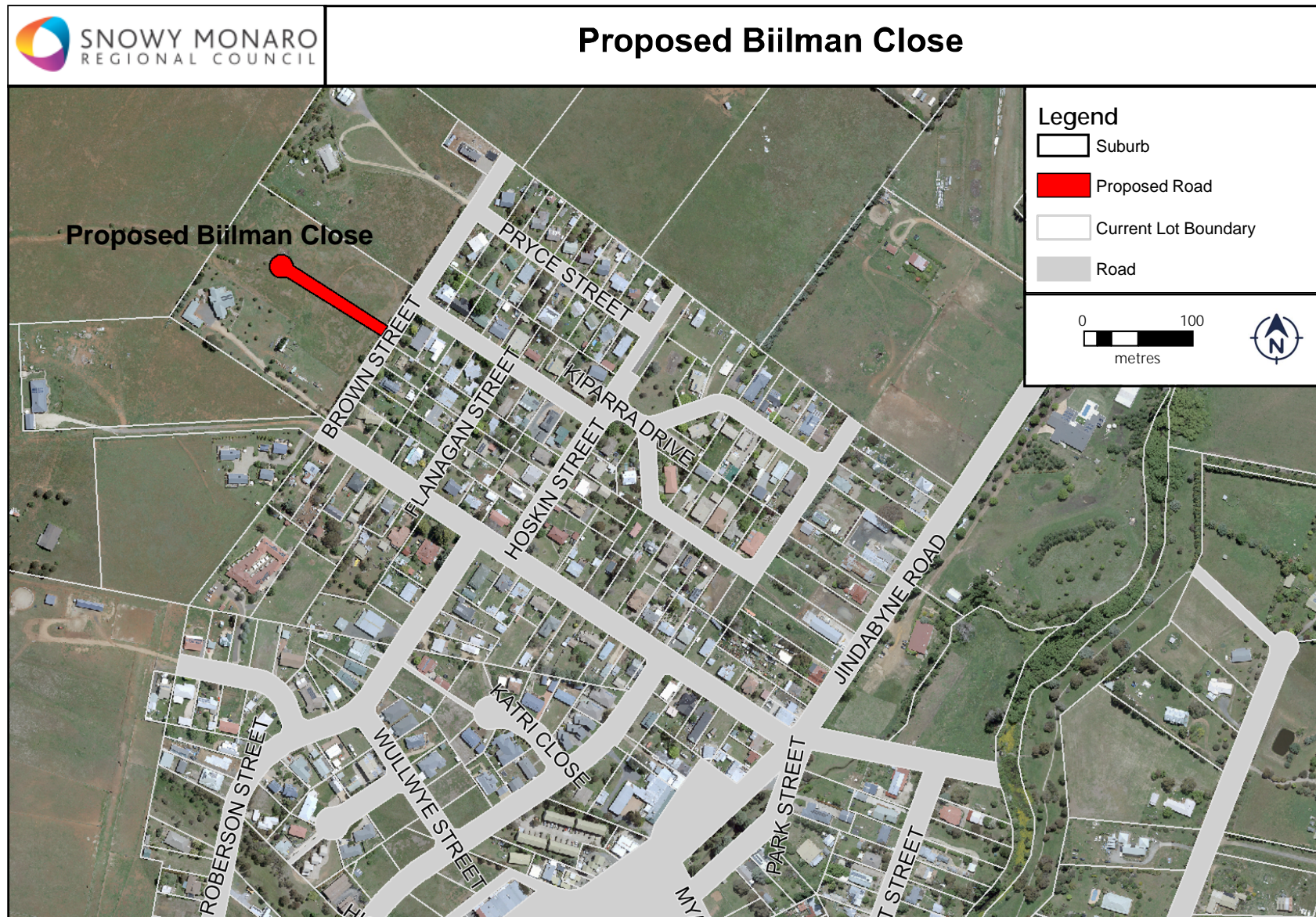
- Ron Biilmann born 1908 in Berridale, died 1963 represented Australia in four rugby tests in 1933 and played representative cricket and tennis up to state level. His successful sporting story is told in the Cooma Coles Arcade Monaro sports hall of fame feature plaque.
- Ester and Dulcie Biilmann both served in World War Two on board the hospital ship the Manunda on the island of Morotai , with Ester Biilmann's service commemorated on the Berridale Plaque for War Servicemen and Service Women.

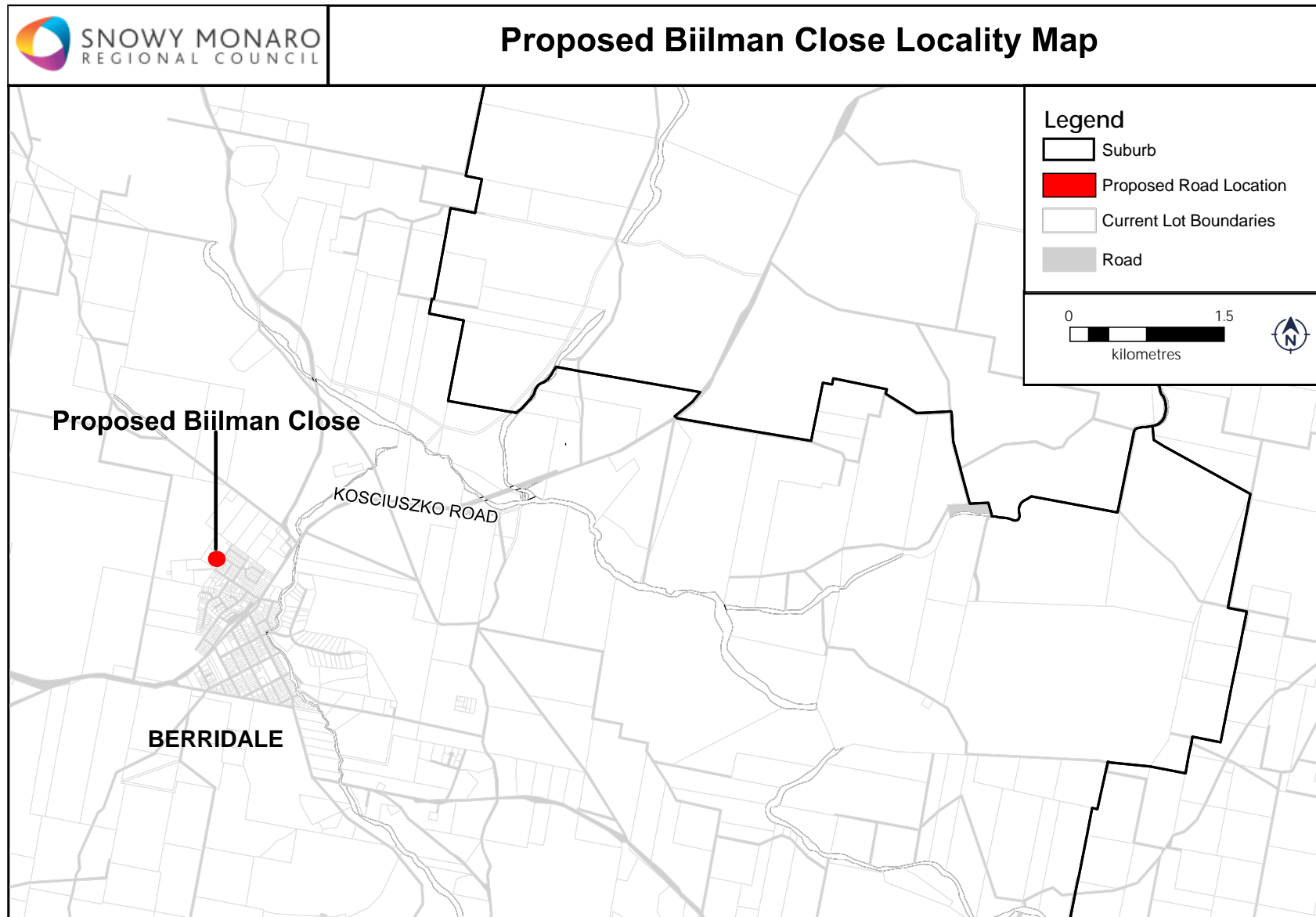
A theme of road naming in Berridale has been the commemoration of war service men and women, including Bolton, Hoskin and Bent streets.

These names were endorsed by Council in the Ordinary Council meeting on 16 June 2022, however at this time it was not known that the current owner of the land and developers proponent had a business name that included the proposed road name.

## **ATTACHMENTS**

1. Map of proposed Biilmann Close
2. Locality view of Biilman Close





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### 9.3.9 NSW OPEN SPACE CHARTER

Record No: I22/484

#### OFFICER'S RECOMMENDATION

That Council agree to become a signatory to the NSW Public Spaces Charter

#### ISSUES

Transport for NSW have developed planning principles for better quality open spaces. All NSW local Councils have been encouraged to become a signatory to the NSW Public Spaces Charter (the charter).

The charter is one of the flagship programs of the NSW Government's priority for greener public spaces. It identifies 10 principles for quality public spaces that will guide advocates, advisors, decision-makers, planners, designers and place managers in creating new and improved public spaces.

Council's strategic planning team are currently working on the Snowy Monaro Regional Recreation and Open Space Strategy. The planning principles provided in the charter are beneficial to the development of our strategy. Alignment with state and regional level policies is part of any strategic planning process.

The principles include;

1. Open and welcoming- Everyone can access public space and feel welcome, respected and included.
2. Community focused-brings people together and builds strong, connected and resilient communities.
3. Culture and creativity- Public space provides a platform for culture and creative expression that makes places more colorful, animated and thought provoking.
4. Local character and identity- Public space reflects who we are and our diverse stories and histories.
5. Green and resilient- Public space connects us to nature, enhances biodiversity and builds climate resilience into communities.
6. Healthy and active- Public space allows everyone to participate in activities that strengthen our health and wellbeing.
7. Local business and economies- Public space supports a dynamic economic life and vibrant urban and town centres.
8. Safe and secure- Everyone feels safe to access and use public space at all times of the day.
9. Designed for place- Public space is flexible and responds to its environment to meet the needs of its community.
10. Well managed- Well-managed and maintained public space functions better and invites people to use and care for it.

By becoming a signatory, Council will have access to information and data sharing of other public space projects around the state.

### RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Low	Yes
Economic Activity SJ	Low	Low	Yes
Environmental Security	Low	Low	Yes
External Political Environment	Low	Low	Yes
Financial Sustainability	Low	Low	Yes
Health and Safety	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Medium	Low	Yes
Service Delivery	Low	Low	Yes

By Becoming a signatory of the open Space Charter Council's recreation and open space strategy will align with NSW Government policy for public spaces. This will have a positive impact on the organisations reputation with NSW State Government.

**RESPONSIBLE OFFICER:** Recreation Planner

### OPTIONS CONSIDERED

The following two options were considered:

1. Council does not choose to become a signatory of the Charter
2. Council agrees to become a signatory of the Charter

The principles will assist Council in achieve high quality open space in the Snowy Monaro and align with what are seen as good principles for recreation and open space. Consistency in standards across communities ensures that our community will have an acceptable level of service. Option 2 is therefore recommended.

### IMPLEMENTATION PLANS

If Council agree to become a signatory a formal letter to NSW transport will be drafted and signed by the CEO.

### ATTACHMENTS

1. NSW Open Space Charter

# NSW Public Spaces Charter

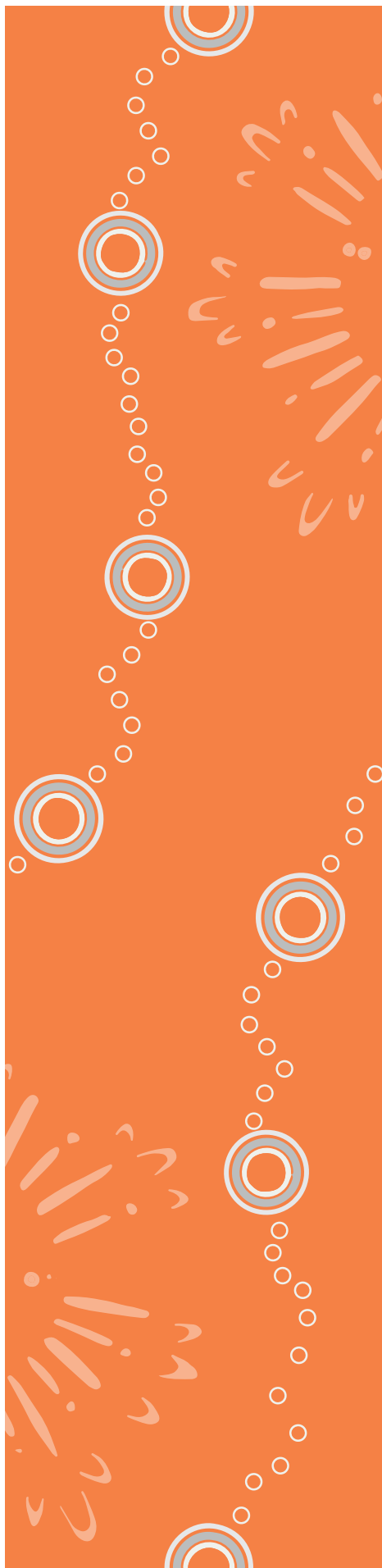
Ten principles for public space in NSW



NSW Department of Planning,  
Industry and Environment

October 2021





### Acknowledgement of Country

The Department of Planning, Industry and Environment acknowledges the Traditional Custodians of the land and pays respect to Elders past, present and future.

We recognise Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to society. NSW is Aboriginal land, so throughout this document Aboriginal peoples are referred to specifically, rather than First Nations, or Torres Strait Islander peoples.

Aboriginal peoples take a holistic view of land, water and culture and see them as one, not in isolation to each other. The NSW Public Spaces Charter is based on the premise upheld by Aboriginal peoples that if we care for Country, it will care for us.

Published by the NSW Department of Planning, Industry and Environment

[dpie.nsw.gov.au](https://dpie.nsw.gov.au)

NSW Public Spaces Charter

Image on front cover: Noreuil Park, Albury. Courtesy of Destination NSW.

Artwork (left) by Nikita Ridgeway.

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## Ministerial foreword

As the first NSW Minister for Public Spaces, it's clear to me that public space is everyone's business. This is why it's a priority of the NSW Government to increase access to quality, green public spaces, and why we have developed the NSW Public Spaces Charter.

The charter provides ten principles for quality public space that have been designed to maximise the social, cultural, environmental and economic benefits that public space delivers.

The charter has been more than a year in the making and is based on deep and broad engagement. It's truly a community-led tool, designed in collaboration with practitioners and reflecting what communities love about public spaces and what they tell us should be improved.

In November 2021 the NSW Government released survey results showing almost half of respondents were using public spaces and parks more than ever before.

Indeed, our love for public spaces has never been more in focus. It's no secret that the pandemic has emphasised the inherent need we have for safe and welcoming public space. At the height of COVID-19, many of us experienced newfound joy and delight in public spaces that we may have previously taken for granted. This showed how much we need them on a physical, emotional and psychological level.

The Government is responding to the community with this new charter. We're setting the bar to help change how people think about, view, and engage with great public spaces.

This unifying set of principles, based on solid evidence and research, will underpin the creation and improvement of high-quality public spaces across NSW.

All our public spaces should reflect the values, needs and aspirations of the communities they serve, including those who are vulnerable and hard-to-reach. Ensuring public spaces are

equitable and inclusive will lead to the creation of a more just State. Making public spaces that enable social interaction in beautiful places is an amazing vision that I believe everyone can share.

I encourage every organisation that creates, cares for, and uses public spaces in NSW to sign up to the charter. Let's work together to bring forth a new legacy for public space. Let's use these principles to transform how we think about and deliver quality public spaces that help all NSW communities love the places they live.



**The Hon. Rob Stokes, MP**  
Minister for Planning and Public Spaces  
Minister for Transport and Roads



## Statement of Country

*Barangaroo Reserve.  
Photographer: Alison Page  
and Nikolas Lachajczak*

Country is a holistic worldview that incorporates humans, non-humans, more-than-humans and all the complex networks and systems that connect them. Country is known to be alive and sentient, and continually communicating. Country is not constrained by boundaries, lines on a map, or edges of a site. Instead, Country soars high into the atmosphere, plunges far into the ocean, and deep into the earth's crust. Country has diverse and distinct ways of expressing and being understood depending on the people, place, and context. Country is associated with Aboriginal people's cultural groups, it is where their ancestors still walk, and the places to which they belong. But it is much more than this. Country is known in physical, spiritual, and cultural ways. Tangibly it might include the flora, fauna, geology, elements, and waters. Intangibly Country includes expressions about place, spirit, narratives, identity, cultural practice, Law, lore, languages, and customs. Country holds all these individual aspects together harmoniously, storing knowledges like an eternal library.

While it may not have been built in the way it is currently understood, Aboriginal people have always designed and managed the environment, in collaboration with Country. The built environment is part of Country and needs to be cared for and designed as such. Likewise, relating to Country through public spaces enables those

spaces to embody the spirit of place as story, culture and life are celebrated there. Because Country communicates and holds all knowledges, Country can guide what it needs to be healthy, and how it must be designed and managed, including in public spaces. Being in and activating public spaces as an extension of Country is part of caring for Country. Allowing Country to be lead designer or planner ensures the inclusion of all who access spaces, not just humans, as Country is inherently inclusive. Knowledge Holders of Country are descended from Country and know it best. Working together with them is key to understanding how to connect with and care for Country. Everyone is responsible for caring for Country as we all live, learn, work, and play on Country.

With thanks to the Elders, Knowledge Holders, kin, and family who have generously shared their knowledges and means of connecting to Country. With thanks to Country for providing these words and understandings.

### **Dr Danièle Hromek**

*Dr Hromek is a Budawang woman of the Yuin nation. She works as a cultural designer and researcher considering how to Indigenise the built environment by creating spaces to substantially affect Indigenous rights and culture within an institution.*



Western  
Sydney Parklands.  
Courtesy of Greater  
Sydney Parklands

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# Introduction

Public space is where public life happens.

It guides and shapes our experience of the places where we live, work and visit, filling them with vibrancy and energy as we connect, interact and share with others. It begins the moment you leave your front door and connects us to both work and leisure, and public and personal life. It includes the streets we walk or cycle in, the town squares we socialise in, libraries we learn in, community halls we gather in and parks, playgrounds and sport fields where we relax or play. It provides a wealth of social, cultural, economic and environmental benefits that are critical to the health, wellbeing and prosperity of communities.

People are at the heart of public space. The way they use it transforms it into a meaningful place with layers of shared experiences, collective memories and a mixture of identities. When people feel attached to public space, they are more likely to adopt, use and care for the space themselves and have a more powerful sense of belonging to their community.

*Greek Festival of Sydney, Darling Harbour.  
Courtesy of Placemaking NSW*

Public spaces are all places publicly owned or of public use, accessible and enjoyable by all for free and without a profit motive. They include:



## PUBLIC OPEN SPACES

parks, gardens, playgrounds, public beaches, riverbanks and waterfronts, outdoor playing fields and courts, and bushland that is open for public access



## PUBLIC FACILITIES

public libraries, museums, galleries, civic/community centres, showgrounds and indoor public sports facilities



## STREETS

streets, avenues and boulevards; squares and plazas; pavements; passages and lanes, and bicycle paths

The quality of public space is just as important as its accessibility, as quality makes people feel safe, welcome and included. The quality of a public space is reflected not only in its physical form—how it's designed, maintained and integrated with its environment—but also through the activities it supports and the meaning it holds. It can be evaluated by asking:

- Am I able to get there?
- Am I able to play and participate?
- Am I able to stay?
- Am I able to connect?



## The purpose of the charter

The NSW Department of Planning, Industry and Environment has developed the NSW Public Spaces Charter to support everyone in NSW to have access to high-quality public space that allows them to enjoy and participate in public life. The charter identifies 10 principles for quality public space that distil and reflect evidence-based research, best practice and consultation with Aboriginal peoples, community members and representatives from state and local government, industry, the business and cultural sectors and a diverse range of public space experts.

The charter's principles are premised on the understanding that there isn't a one-size-fits-all approach to public space. Every public space has its own unique history, heritage, context and is supporting the different needs and uses of a specific community. There are significant and important differences in landscape, climate, amenity, population density and social and cultural demographics across Greater Sydney and regional and rural New South Wales. All these factors influence where and how people use public space and what the priorities are for their community. There are no set rules as to where and how the charter applies – it could apply to the management of a national or regional scale parkland, just as it could to the design of a new pocket park.



*Wagga Beach,  
Wagga Wagga.  
Courtesy of Wagga  
Wagga City Council*

## The 10 principles

The charter identifies 10 principles for quality public space, to support all those who advocate on behalf of, provide advice on, make decisions about, or plan, design, manage and activate public spaces in NSW.



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## The values

The charter is also built on the following core values that resonate strongly across all the principles. These values should always be considered when applying the principles.

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*Courtesy of Destination NSW*



### Connection to Country

All public space in NSW is on Country, which is at the core of every Aboriginal person's identity and sense of belonging. It is the place from which Aboriginal languages and cultures are derived, which determine families, kinship and communities. Aboriginal peoples are the Traditional Custodians of all public space in New South Wales. Acknowledging and valuing Aboriginal peoples and cultural knowledge when public space is planned, managed and delivered can promote and strengthen connection to Country and create healing for both Aboriginal communities and non-Aboriginal peoples too.

*Courtesy of Adam Hollingworth*

### Equity and inclusion

Public space is a community asset that should support a society in which everyone can participate, prosper, and reach their potential. Inclusion in public spaces and in the processes to plan, design, manage and activate them is central to creating equitable public spaces and ensuring all people can access the benefits they provide.



### Community engagement

Engaging the community as active participants in decision-making processes when planning, designing, managing and activating public space will help ensure that it reflects their values, needs and aspirations. Participatory processes, collaboration and co-design in public space projects help build trust, which then increases people's use of and attachment to the space. Ensuring that vulnerable and hard-to-reach communities are engaged in these processes leads to more welcoming and inclusive public space.

*Kids on Q, Campbelltown.  
Courtesy of Campbelltown City Council*

## Who should use the charter

The charter can be used by any organisation or practitioner involved in the planning, design, delivery, management or evaluation of public space. Becoming a signatory to the NSW Public Spaces Charter will help your organisation to provide or advocate for better public spaces. It will also allow your organisation to access the charter's community of practice, one-on-one support from the department, promotional opportunities and data sharing. Examples of how the charter can be used are outlined below.



**The community** can use the 10 principles to understand the value and benefits of quality public space. The charter will help the community to participate in the conversation about how public spaces should be planned, designed, managed and activated.



**Local businesses and chambers of commerce** can use the 10 principles to better understand how they can leverage public spaces for their business and advocate for public spaces in their area.



**Public space managers** can use the 10 principles to inform plans of management and the policies and programming that respond to the needs of their users.



**Development professionals** such as architects, heritage specialists and arborists can use the 10 principles to inform the design and delivery of a public space.



**Strategic and statutory planners** can apply the 10 principles as they develop planning proposals, local planning instruments and plans for precincts, local government areas, districts or regions.



**Industry bodies** can use the 10 principles to inform and support members involved in the planning, design, delivery, management or evaluation of public space.



**Public policy makers** can incorporate the 10 principles within policy and advice that informs NSW Government and council investment priorities.



**Developers** can draw from the 10 principles to plan for and provide quality public spaces within their developments.



To become a signatory to the charter, register your interest by emailing [Public.Space@planning.nsw.gov.au](mailto:Public.Space@planning.nsw.gov.au)

## Using the charter

We have developed the charter to support all those who advocate on behalf of, provide advice on, make decisions about, or plan, design, manage and activate public spaces in NSW.

It is intended to align with other government and non-government strategies and policies for creating great places, where people can easily access a diversity of public spaces to enjoy the outdoors, interact with others or just relax.

The charter can also be used by the community to understand what quality public space is and to inform their participation when they are engaged in decisions about how public space is planned, designed, managed and activated.

### Practitioner's guide

An accompanying practitioner's guide supports the charter. We have developed this to help practitioners understand the charter and how they can embed it into their work. The guide also explains the 10 charter principles and how practitioners should apply these when planning, designing, managing and activating public space.

For each of the 10 principles, the guide:

- explains the principles
- describes what the principle will look like in action
- provides practitioner tips to support how the principle can be followed as public space is planned, designed, managed and activated

- provides relevant examples
- links to relevant, supporting policies or plans.

### Great Public Spaces Toolkit

The charter and practitioner's guide are also supported by the [Great Public Spaces Toolkit](#), which provides in-depth case studies and free resources to support local government, state agencies, industry and the community. The toolkit includes the Great Public Spaces Guide and the Evaluation Tool for Public Space and Public Life, which can be used by anyone who wants to better understand the strengths and areas for improvement in a public space.

### Become a signatory

While we have developed the charter for use by anybody involved in the planning, design, delivery or management of public space, the Department of Planning, Industry and Environment encourages organisations and practitioners to become signatories to it. In becoming a signatory to the NSW Public Spaces Charter, an organisation or individual is showing a commitment to embed the 10 principles when they plan for, design, manage or activate public spaces.

Signatories to the charter will be supported with advice from the NSW Public Spaces Charter project team on how to develop an action plan to implement the Charter in their organisation or practice. They will also have access to a community of practice, delivered quarterly. The community of practice will be focused on building the capacity of signatories to apply the charter, by connecting them to public space experts and providing opportunities for information and data sharing and for promoting their own public space projects or practice.

To register your organisation's interest in becoming a signatory to the charter, email [PublicSpace@planning.nsw.gov.au](mailto:PublicSpace@planning.nsw.gov.au)

While the department does not intend to subject the charter to regular review, we may update it as required to reflect contemporary practice and emerging research.

*Unity Place, Burwood.  
Courtesy of Burwood Council*



# 10 PRINCIPLES



*Stirling Brown,  
Mavis Feirer, Queenie  
Walker, Janelle Brown  
and Robyn Bancroft in  
Market Square, Grafton  
Photographer: Alison Page  
and Nikolas Lachajczak*

PRINCIPLE #1

# Open and welcoming



*Everyone can access public space and feel welcome, respected and included.*



*Prince Alfred Square, Parramatta. Courtesy of Destination NSW*

Public space should be inclusive of all people, regardless of their gender, age, sexuality, race, ethnicity, religion, cultural background, socioeconomic status, ability and/or personal values, so social, cultural, environmental and economic benefits are shared equitably.

For public space to be inclusive, it must be culturally, physically and socially accessible, and perceived by the community to be so. They should be places where everyone feels safe, welcome and able to participate in public life. They should offer a diversity of uses and well-designed experiences that are free of charge regardless of income, ability or where they live. Amenities such as seating, shade and shelter, end-of-trip facilities, accessible toilets and inclusive play spaces that anyone can use and enjoy should be provided.

The physical design of a space, how people get there and move through and between public spaces, is critical. Public space should be designed and maintained to ensure the highest possible level of accessibility, so that people of all ages and with differing cognitive, sensory, physical, or developmental abilities can use them with dignity and ease. They should have

clear entrances and exits, open sightlines, visible wayfinding and clear navigation. They should be well integrated with surrounding land uses and public transport options, and easy to walk or cycle to.

Individual public spaces can have distinct purposes and functions, and may not be able to cater to every need. Planning public spaces to be linked and equitably distributed can create a more connected network of spaces that work together, and support each other.

Creating open and welcoming public spaces requires early and ongoing engagement with communities regarding how they are planned, designed, managed and activated. Including diverse groups of people, including Aboriginal peoples, young people, people with disability, people experiencing homelessness and culturally and linguistically diverse people in shaping public spaces can help create more accessible, inclusive and welcoming public spaces for everyone. It is especially important to have strategies in place to engage community members and groups who have historically felt excluded from these processes.

PRINCIPLE #2

## Community focused



*Public space brings people together and builds strong, connected and resilient communities.*

Public spaces are the meeting and gathering places where we socialise with friends and loved ones and experience social connections that are fundamental to individual and community health and wellbeing.

Public space is important because it can bring us side-by-side with people whom we don't know, to share space and experiences with others who are different from us. This can create mutual understanding, empathy and trust, which over time strengthens the social capital of communities. Social capital is what makes communities cohesive and resilient, providing them with the relationships and networks of support that they need to withstand and adapt to broader economic and social shifts.

A key outcome when planning, designing, managing and activating a public space should be how it facilitates formal and informal social interaction and fosters social connectedness amongst diverse people, cultural communities, age groups, religious groups, families and friends.

Public spaces must also be places that promote equity, inclusion, social justice and democracy. They should allow free expression, collective action, public debate and opportunities for people of all backgrounds to participate in civic life.

Public space that is community-led, with a strong foundation of inclusive and equitable engagement, collaboration and co-design is more likely to meet the desires, expectations, traditions and needs of its community. Involving the community, including diverse, under-represented and hard-to-reach groups, in decisions about how public space is planned, designed, managed and activated builds trust and ultimately a sense of belonging and attachment to place.

*Kerrabee Soundshell, Moama.  
Courtesy of Murray River Council/Rebecca Pilgrim*



PRINCIPLE #3



## Culture and creativity

*Public space provides a platform for culture and creative expression that makes places more colourful, animated and thought-provoking.*

All public space is on Country, which is deeply embedded with knowledge and memories that are the starting point for considering the culture of a place. Aboriginal peoples have always used ceremony, rituals and storytelling to engage with the spirit of a place, activate memories and connect with Country.

It's important that Aboriginal peoples can access public spaces for cultural practices, which incorporate any practice that connects them to their culture, Country and Dreaming. Cultural practices may involve caring for Country activities and are not restricted to traditional practices.

By listening to Aboriginal peoples and sharing the stories of Country, we can all strengthen our understanding of, and connection to, place and to each other. In being sites for truth-telling about our history and the impacts of colonisation, public spaces can also become places of reconciliation and healing.

Culture and creativity are powerful tools for communities to create a positive narrative about who they are and what they want their futures to look like. Arts and culture brings people together, allowing them to share experiences that powerfully builds community. Places with a rich and exciting cultural and creative offering are more liveable and distinct, with people more likely to want to live, work and spend time there.

Public space can embed arts, music, literature, screen, performance and cultural experiences, public art and events directly into the heart of communities. Supporting local opportunities for cultural and creative expression in public spaces encourages more diverse and equitable participation for audiences and artists.

The rich cultural diversity of NSW brings an exciting energy into our public spaces, making them places of cultural interaction and exchange. Programming and events such as concerts, festivals, storytelling, and ceremonies can reflect local histories, cultures and traditions. They can foster social inclusion and intercultural dialogue among diverse communities.



*Manning Regional Art Gallery, Taree.  
Courtesy of MidCoast Council*

Public spaces such as libraries, parks, laneways and plazas can provide flexible and informal space that supports ephemeral, temporary and permanent creative works to be more visible, valued, distinctive and accessible. The spaces around and in between public facilities such as libraries, museums, galleries and community centres are especially well-placed locations for planning creative and cultural projects and activities. Place-based approaches that involve local artists and creative organisations can build on the unique identity of a local area and community to activate public spaces.

PRINCIPLE #4

## Local character and identity



*Public space reflects who we are and our diverse stories and histories.*

Public space contains layers of built and natural heritage that cut across time and provide communities with a specific sense of character, place and identity. This heritage can be tangible or intangible, embedded in built form and landscapes or living in stories, memories and oral histories.

Country is the foundation of a place's identity. Public space should acknowledge and reflect Aboriginal languages, place names, and histories. It should provide space for Aboriginal cultures to be practised and shared, as this helps people feel more connected to Country and place. Public spaces such as parks, libraries, community centres, plazas, and sports grounds have aesthetic, historic, scientific, social or spiritual value that enriches our lives and make us feel deeply connected to our community and our landscape.

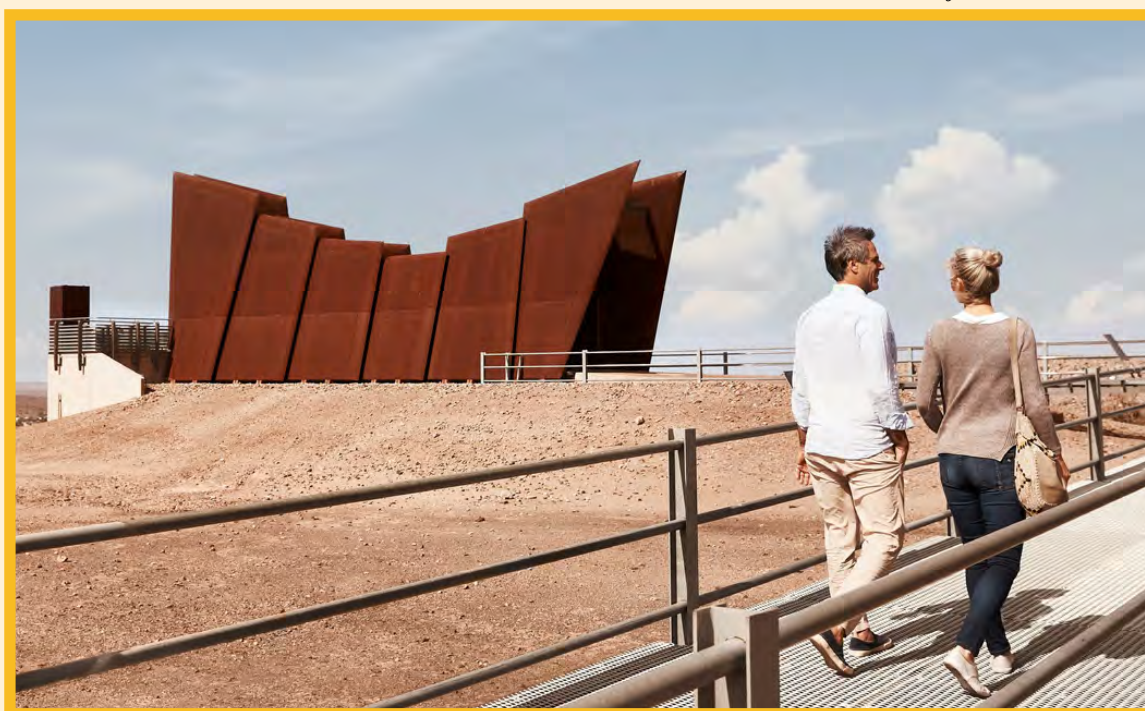
The character and quality of heritage in public spaces should be carefully managed and maintained, to promote local identity and to pass it on to the future generations. New public spaces should be sympathetic to the history and heritage

of the site and to the communities who live and have lived there, especially in urban renewal and brownfield developments. Adaptive re-use of heritage buildings such as town halls, fire stations and hospitals can provide new and exciting public spaces and uses that build on the history and connection that communities have to these places.

Supporting local artists and creatives to work collaboratively with communities can deliver public art and creative placemaking programs that respond to place and celebrate local stories, cultures and histories.

Communities are the best experts for recognising and valuing the local character and identity of a place and should be engaged early in the process of planning, designing and activating public space. Engaging communities meaningfully and effectively will ensure that diverse voices, cultures and histories can be reflected in the character of public space and everyone feels a more powerful sense of pride and belonging.

*Line of Lode Miners Memorial, Broken Hill  
Courtesy of Destination NSW*



PRINCIPLE #5



## Green and resilient

*Public space connects us to nature, enhances biodiversity and builds climate resilience into communities.*



*Great River Walk, Penrith. Courtesy of Destination NSW*

Public space supports the natural flows and cycles of the environment, by connecting ecological systems and networks of green space, waterways, bushland, riparian landscapes and wildlife corridors. Wildlife relies on public space for food and refuge, and their use and needs should be considered and protected. Native trees and vegetation should be prioritised in public space as these provide animals with their natural habitats, and are more suited to Australian climate and soil conditions.

By respecting, valuing and being guided by Aboriginal knowledge and land management practices in how we care for public space, we can help to support the health and wellbeing of Country. The planning, design, management and activation of public space can also support them to be sites for education about caring for Country's health and wellbeing and their role in supporting biodiversity and broader ecosystems.

Public space should be integrated with green infrastructure to ensure that urban and regional communities have equitable access to the social, environmental and economic benefits of quality green space. Green infrastructure is the network of green spaces, natural systems and semi-natural systems that supports sustainable communities.

It includes waterways, bushland, tree canopy and green ground cover, parks, and green open spaces that are strategically planned, designed and managed to support a good quality of life in the urban environment.

Public space that has quality green infrastructure, including tree canopy cover, can increase the long-term removal and storage of carbon, provide relief from urban heat and heatwaves, improve air and water quality, increase natural shade and the walkability of neighbourhoods, reduce noise pollution and the likelihood of flooding and sewage overflow.

Through careful planning and design, public spaces can build climate resilience into urban and regional communities. This includes using sustainable materials and integrating green walls and roofs into the built environment, providing green fire breaks between natural and built environments and flood mitigation zones in flood-prone areas. Planning and designing adaptable community facilities that are capable of changing use as refuge spaces and distribution points will ensure critical social infrastructure is available in the time of crisis and disaster.

PRINCIPLE #6

## Healthy and active



*Public space allows everyone to participate in activities that strengthen our health and wellbeing.*

Public space plays a crucial role in building sustainable and healthy communities by supporting social interaction and connection and providing play and active recreation opportunities, green and natural environments, access to local healthy foods and safe routes to walk and cycle.

Public space that is well-designed, connected and inclusive can support everyone to build walking, exercise and physical activity into our everyday lives, helping prevent chronic disease such as cancer, heart disease, diabetes and depression. Increased availability and equitable distribution of accessible public open space can improve the opportunities for active and passive recreation, such as walking, running, cycling, team sports, picnicking and playing.

By providing access to cool, green spaces and connecting people to natural landscapes, such as nature trails, river and coastal walks and bushland, public space powerfully improves our mental health, reducing depression, anxiety and stress and improving memory and concentration. It should encourage and support social interaction and connection, which is important to our social wellbeing, and can help to reduce social isolation and loneliness. People should have access to a mix and balance of comfortable, tranquil spaces with places to sit and relax as well as space for higher-intensity activities such as sport and recreation, prioritising appropriate uses for different spaces.

Public space that is safe, well connected and high-quality encourages a culture of walking and cycling. Wider contiguous footpaths, tree canopy and shaded corridors, barriers between traffic and people, well-designed lighting, frequent crossings and lower traffic speeds

can all contribute to increased walkability. Using a movement and place lens to plan, design and manage streets can help to ensure these dual functions are supported. Street environments should be considered as places to attract people to visit and stay, not just as places to move through. They should contribute to the network of public space within a location, where people can live healthy, productive lives, meet each other, interact, and go about their daily activities.

The quality of public space is crucial in shaping the physical, cognitive and social development of children. Their needs, as well as that of their families, should always be considered. Supporting inclusion in the processes that shape public space will facilitate a broad range of healthy activities and behaviours and enable more people to have equitable access to the health benefits they provide.

*Sydney Olympic Park.  
Courtesy of Sydney Olympic Park  
Authority/Fiora Sacco*



PRINCIPLE #7

## Local business and economies



*Public space supports a dynamic economic life and vibrant urban and town centres.*

The public space network supports lively high streets, outdoor dining and cafés, and popular tourist destinations, as well as providing low-barrier commercial opportunities, such as markets, food vans and live performance.

The way that we value buildings and places is strongly linked to people's experience of these places and whether it includes spaces that meet their needs. Locations with high-quality, well-designed and well-managed public places attract residents, customers, employees and services, which in turn attracts business and investment. To deliver a high-quality experience, public space should have a strong vision and layers of activities to attract different groups of people and helps them form a connection to place.

Privately-owned spaces and commercial activity can complement and activate public space, but this should not compromise their primary function of delivering public benefit. Active facades, building edges and podiums can create economic activity and vitality that draws people into an area, while public space attracts diverse groups of people and connects them to retail and business. Town centres and retail precincts that are supported with quality public spaces where people can sit, rest and connect with each other are more likely to thrive.

Using streets as public spaces can create more vibrant and dynamic retail and hospitality precincts and attract higher foot traffic. Activating streets and laneways with creative



*Blak Markets, La Perouse. Courtesy of Destination NSW*

placemaking and programming can breathe life and energy into public space that turns neighbourhoods into destinations, spurs innovation and improves land and property value.

Activating public spaces such as parks, plazas, libraries, museums and community centres in a safe and welcoming way after dark is critical for a more diverse and vibrant night-time economy. Understanding the rhythm and patterns of how public space is used at different times of the day can inform a strategic and place-based approach to programming and activation that supports the local economy at all hours.

PRINCIPLE #8

## Safe and secure



*Everyone feels safe to access and use public space at all times of the day.*

Perceptions of personal safety influence how public spaces are accessed and used. Public space feels safer when it is well-used and inclusive, and people can see and interact with others. It should encourage a diverse mix of intergenerational and intercultural users, and recognise children as active users of the space. It should be activated with a mix of uses at all times of the day and people-oriented lighting at night, especially along pedestrian and cycle routes.

Incorporating crime-prevention strategies such as the Crime Prevention Through Environmental Design principles when planning and designing public space can reduce crime and anti-social behaviours, making places and spaces feel safer, which in turn can enhance the physical, mental and social wellbeing of community members. It's important, however, that strategies and approaches to designing and managing safe public spaces don't strip them of their

distinctiveness and public amenity, or cause marginalised groups to be excluded.

Risk assessments and safety audits are valuable tools for understanding if there are safety issues in a public space and what measures could be put in place to address these. Consulting diverse groups of people, including women and vulnerable or marginalised groups, is important to understand their experience of accessing and using public space and their perception of its safety.

Feeling culturally, physically and spiritually safe when accessing public spaces is especially important for Aboriginal peoples and communities. Involving Aboriginal communities, at all stages of public spaces development and its continuing management, is key to creating and maintaining culturally safe places.

*Inner West Fest - Baludarri.  
Courtesy of Inner West Council/Daniel Kukec*



PRINCIPLE #9



## Designed for place

*Public space is flexible and responds to its environment to meet the needs of its community.*



*Leagues Club Park, Gosford.  
Courtesy of Hunter & Central Coast Development Corporation*

The way that public space is designed can directly or indirectly affect the way that it is used, and who uses it. Public space should provide open space and facilities that are multi-purpose, connected and flexible enough to support a broad range of uses, activities and experiences throughout the day and night. It should respond to its environment and the diversity of its users, incorporating universal design principles so that everyone can enjoy it, regardless of age, ability and mobility.

Public space that is co-located with other uses, such as education, health, cultural facilities and other public spaces, can help create a sense of place and community. For example, co-locating libraries within community centres or open space near schools can diversify the use of these spaces and provide more equitable access. Planning for place across the whole lifecycle of a project, from concept, to design, delivery and implementation will lead to more successful public spaces.

Every public space is unique and has its own specific context, community and environment. It should be fit-for-purpose, designed with an understanding of how it will be used and who will use it. It should be capable of adapting to

changing uses and demands. It should encourage formal and informal interaction and provide people with different levels of engagement so that they don't have to interact with the space in the same way. It should have complementary uses whenever possible and be well-connected to surrounding areas and other public space to provide a richer experience for its users.

The connectivity of public space to the ground floor of buildings and the way they work together to support each other is important. Planning, designing and activating ground planes that support surrounding streets, laneways and open spaces encourages vibrant public life and provides a continuous network of pathways and experiences that makes it easier and safer for people to move around.

Aboriginal Knowledge Holders, organisations and communities should be engaged at an early stage of the design process for public space, to ensure that knowledge about Country is considered. This could include identifying stories or narratives connected to a place that can inform its design, or to understand if there are key movement paths or Songlines that can direct how people move in and through the public space.

PRINCIPLE #10



## Well-managed

*Well-managed and maintained public space functions better and invites people to use and care for it.*

All public spaces require some form of management so that they can continue to fulfil their various roles and provide a safe and welcoming environment. There are often multiple and diverse stakeholders whose involvement, activities and relationships can affect the quality of a public space and who have their own concerns and needs for how the space should be maintained. Public space management and governance agreements, strategies and frameworks that define roles and responsibilities, support collaboration and consider sustainable funding models can deliver better place quality outcomes.

Public space should be managed in a way that encourages and is considerate of users. Rules governing public space should only restrict activities and behaviours that are unsafe and shouldn't target user groups who have historically been excluded from public space, including young people, Aboriginal peoples and people experiencing homelessness.

Public spaces should be designed with consideration of their financial sustainability, and how long-term operating and maintenance costs can be minimised. Smart infrastructure, systems and technology can also improve the ways that public space is monitored and managed. Cleaning, maintenance and repairs of public space and its amenities should be carried out in line with their levels of use to maintain a welcoming environment.

Aboriginal people are experts in land management practices that ensure the health and wellbeing of Country. Valuing and respecting Aboriginal cultural knowledge and working with Aboriginal peoples should be a priority in managing public space. This will also ensure that culturally significant places are respected and protected, and there is access for cultural practice.

Flexible community-led design, inclusive processes and capacity-building can also

foster more efficient and dynamic models of stewardship to emerge. When power and responsibility for managing public space is shared with the community, people feel more invested and are more willing to maintain, program, beautify, and advocate for those spaces. Volunteer groups such as scouts and girl guides, local schools, sports and surf lifesaving clubs, bush care groups or citizen science networks can provide valuable community partnerships for managing public space.

*Royal Botanic Gardens Sydney's Aboriginal Education  
& Engagement Manager Renee Cawthorne  
Courtesy of Royal Botanic Gardens and Domain Trust*





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[dpie.nsw.gov.au](http://dpie.nsw.gov.au)

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### 9.3.10 CONSIDERATION OF JOINT ARIC

Record No: I22/664

#### OFFICER'S RECOMMENDATION

That Council retain an individual ARIC.

#### ISSUES

The Canberra Region Joint Organisation (CRJO) has been pursuing the development of a joint service to provide audit and risk services. Council will be part of the joint service to provide the internal audit services. This will allow Council to gain access to a resource that we would struggle to provide at a similar cost. This will allow funding to supplement the shared resource with external auditors to better undertake specialised audits.

The CRJO has also been developing a shared committee. Three of the members of the CRJO previously have shared a committee and are keen for this to continue. SMRC has been waiting on the model to be developed to allow the councillors to consider the alternative model.

Overall the joint ARIC would have the same role and responsibilities as an individual Council's ARIC. The advantages of the model were seen to be:

- That the shared membership would allow a broader perspective on the operations among the group and allow for improved sharing of best practice.
- Reduced cost.

Based on the estimated costs provided by CRJO transferring to a joint operations will save the Council \$4,100 per annum, or roughly 10% of the current funding allocated to operation of the ARIC.

The Office of Local Government has released draft guidelines for the operation of joint ARIC. Those guidelines require "A shared internal audit function must operate as a standalone internal audit function for each participating council in the shared arrangement". Where the ARIC includes councillors the individual councillor can only attend the committee meeting for their council and only receive information for their council.

Where a joint ARIC is to have a councillor representative the CRJO will need to operate separate committee meetings for each member council. Thus there will be limits on sharing of information and knowledge and the joint operations will only be of benefit if SMRC struggles to attract suitable candidates as members. This will mean that the only benefit will be a financial benefit.

At this stage the added complexity of the operation of a joint ARIC may lead to increased costs and accordingly higher risks that there will not be savings.

Council needs to determine the future strategy to allow for the process of advertising for two members of ARIC to be undertaken and completed before the end of the year.

## RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Low	Yes
Economic Activity	Low	Low	Yes
Environmental Security	Low	Low	Yes
External Political Environment			Yes
Financial Sustainability	Low	Low	Yes
Health and Safety	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Low	Low	Yes
Service Delivery	Low	Low	Yes

Retaining the individual ARIC is not seen to materially alter risks.

## FINANCIAL IMPACTS

	Amount	Details
Current Annualised Net Cost	\$41,200	
Estimated Annualised Net Cost	\$41,200	Foregone savings of \$4,100 p.a.
Capital Investment	N/A	
Capital Funding Source	N/A	

**RESPONSIBLE OFFICER:** Chief Strategy Officer

## OPTIONS CONSIDERED

The two options are to have a stand alone or joint committee. The impacts from the two options are listed above.

## IMPLEMENTATION PLANS

No implementation will be required outside of the current need to advertise for two positions on the ARIC.

## EXISTING POLICY/DECISIONS

This issue was last considered by the ARIC at the 27 Sept 2021 meeting.

## COMMITTEE RECOMMENDATION

ARIC1/21

That the Audit, Risk and Improvement Committee recommends that

- |                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A. Council continue to explore a shared internal audit service and related services with the CRJO and other opportunities to optimise Council's internal audit responsibilities. |
| B. Continue with a dedicated Audit, Risk and Improvement Committee for SMRC.                                                                                                     |

**Moved Mr Barbeler**

**Seconded Councillor Maslin**

**CARRIED**

The issue will be re-considered by the ARIC at it's meeting held on 12 September 2022. Should the position of the ARIC vary from its previously adopted position councillors will be advised of this prior to the meeting.

#### **ATTACHMENTS**

Nil

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#### 9.4.1 MONARO RAIL TRAIL - POTENTIAL CONSTRUCTION FUNDING GRANT APPLICATIONS

Record No: I22/589

##### OFFICER'S RECOMMENDATION

That Council continue to actively support the development of the MRT and seek grant funding for construction of stage 1a (whether in part or in entirety) once the following matters have been resolved to the satisfaction of Council:

- A. QPRC and SMRC have entered into all necessary arrangements with TfNSW to ensure that construction can proceed;
- B. Annual operational costs, including depreciation, can be funded through Council's General Fund;
- C. QPRC and SMRC have executed an MoU covering planning for, construction and subsequent operation of the proposed Monaro Rail Trail;
- D. Full construction costs can be secured from external sources.

##### ISSUES

The Monaro Rail Trail (MRT) has been a well-publicised new potential tourism attraction in the region for a number of years. Once fully constructed, it would provide a 213km cycling route along the rail corridor between Queanbeyan Station and Bombala, passing through the towns of Michelago, Bredbo, Cooma and Nimmitabel along the way. In 2019, Snowy Monaro Regional Council (SMRC) undertook a feasibility study on the MRT which found that it could be a nationally significant rail trail by virtue of its length, landscape, intact historical rail infrastructure and proximity to a capital city with an international airport.

Since then SMRC has worked with Queanbeyan-Palerang Regional Council (QPRC) and the not-for-profit community group MRT Inc. to prepare a Trail Development Plan (TDP) for Stage 1a of the MRT, which is now complete. Stage 1a consists of three segments within the overall rail corridor, namely Tralee to Michelago (39km), Nimmitabel to Old Bombala Road (10km) and Bombala to Jincumbilly (25km).

To further progress planning work for the MRT, SMRC, partnering with QPRC, has recently applied to the Business Case and Strategy Development Fund seeking around \$272,000 to complete biodiversity and biosecurity reports for Stage 1a along with a Trail Development Plan for Stage 2 of the MRT. Stage 2 consists of the sections from Queanbeyan Station to Tralee (7km) and Michelago to Cooma (72km). Successful funding applications are anticipated to be announced in October 2022.

In the meantime the NSW Regional Tourism Activation Fund (RTAF) is open for applications until 27 September 2022. The RTAF is potentially a source of construction funding for the MRT. Key parameters of the fund are as follows:

- Fund is available annually
- Total funding pool is \$150 million
- Individual applications are required to cost between \$500,000 to \$20 million

- A co-contribution of 25% is required from the applicant, and must be in cash not in-kind
- Local councils are eligible applicants
- The fund is competitive rather than based on allocations for each local government area
- The program administrator is the Department of Regional NSW (DRNSW)
- Projects must be completed by 30 June 2026

MRT Inc. has been encouraging SMRC to submit an application to the RTAF for funding to construct the 39km Tralee to Michelago section of the MRT. Detailed construction costs have been provided as part of the Stage 1a TDP, with estimated costs of \$9,245,805 in upfront capital to construct this section. It also estimates annual maintenance costs which once complete would be \$107,660 excluding gst.

MRT Inc. have done a substantial amount of (volunteer) work preparing a draft Business Case for the entire 213km MRT. The draft Business Case is attached to this report. The Business Case identifies potential options for raising funds to assist with offsetting the annual maintenance costs, which includes funds raised from subscriber fees, interest from the sale of the uplifted railway tracks, and business sponsorships and advertising.

If Council was to lodge an application to the RTAF, in order to meet the grant criteria it would need to provide 25 percent of the cost (ie \$2.5m) from a non-NSW government grant source. In this regard the Federal Government Local Roads and Community Infrastructure Program (LRCIP) has been suggested as a potential source of these funds. Funding for Phase 3 of this program is based on an allocation for each local government area in Australia. SMRC's funding allocation is \$3,488,644 and QPRC's funding allocation is \$3,055,418. However Council already has an approved allocation of 100% of these funds toward existing projects. The full amount was approved in Council's 2021/22 budget and has carried forward into the 2022/23 budget and is therefore unavailable for the MRT. Similarly, QPRC have advised that most of their allocation under this fund has either been spent or allocated. It is clear therefore that the LRCIP is not a potential source for the 25% co-contribution.

Additionally, the fund guidelines indicate that if an eligible funding recipient has not applied for their full grant allocation amount by 30 June 2022 or reallocated savings from eligible projects by 30 June 2023 then the Australian Government reserves the right not to pay the amount of the funding allocation not applied for or reallocated by the funding recipient. In short, this means that the funding allocation to each Council may no longer be guaranteed.

A further issue if the Council was to apply for construction funding at present is that it has not begun any negotiations with Transport for NSW (TfNSW) regarding the potential lease arrangements for the rail corridor. The TDP for Stage 1a contains a list of assets within the corridor that should be included as part of the rail trail and hence the rail trail lease. The list for the Tralee to Michelago section is attached to this report. However at the time of writing the view of TfNSW on this, and on the Monaro Rail Trail in general, has not been formally ascertained. As the owner of the corridor, their consent will be needed as part of any grant application. It is unknown whether such a consent could be received from TfNSW before the RTAF closes on 27 September 2022. There has also not been sufficient time to date (as the final TDP for Stage 1a was only completed recently) to examine the full cost implications for Council of the assets listed for likely inclusion in a future lease.

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The NSW Rail Trails Framework was released in June 2022 and, whilst very positive about rail trails in general, provides more detailed guidance for matters a proposing Council needs to cover before applying to a funding body. This includes three matters in particular, namely:

1. There must be demonstrated community support for the Rail Trail
2. There must be evidence of a viable and sustainable business model
3. Issues relating to environmental impacts including biosecurity must be addressed

Whilst there has been a substantial amount of work completed on the MRT regarding these elements, the material gathered to date still has the following shortcomings:

- while landholders along the route have been consulted, QPRC has not yet consulted widely with their community regarding the MRT, or resolved to formally support its construction
- both SMRC and QPRC communities have not been asked to comment on the MRT in the context of its likely financial implications for Council, and possible impacts on rates
- while MRT Inc has done a substantial amount of work on a business model, this has not been formally endorsed by either Council nor has a final governance model been agreed
- while application has been made to the Business Case Strategy Development (BCSD) Fund to complete biosecurity and biodiversity reports, whether this application is successful will not be known until October and if successful the outcome of the studies won't be known until early 2023. Whilst the risk of adverse outcomes from these studies is considered low, the reasonable possibility still remains that they may identify aspects or required works/actions that may add to the cost of construction and which are at present unknown. To apply for construction funding before these outcomes are known, risks the Council itself becoming liable to bear any additional costs from its own funds if they are identified.
- Landowner support from TfNSW for construction works in the corridor has not been obtained.

All of these issues are able to addressed, but require further time beyond the deadline for the RTAF application window.

The Council must decide the more prudent path between taking advantage of an existing grant opportunity despite not having 'all boxes ticked' at the present time and the risk to Council this presents should the grant application be successful, or letting this opportunity pass and thoroughly completing all preparatory planning work but risking that a similar opportunity will not arise in the near future once this work is complete. It is the recommendation of this report that Council pass up on this present opportunity for construction funding and focus on completing the preparatory planning work to a thorough and high standard so as to be able to lodge the strongest possible application to a future round of funding.

## RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Asset Management	Low	Medium	No
Economic Activity	Low	Low	Yes
Environmental Security	Low	Low	Yes

9.4.1 MONARO RAIL TRAIL - POTENTIAL CONSTRUCTION FUNDING GRANT APPLICATIONS

External Political Environment	Low	Medium	Yes
Financial Sustainability	Low	High	No
Health and Safety	Low	Low	Yes
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Low	High	No
Service Delivery	Low	Medium	Yes

This potential project at the present stage, largely because of uncompleted planning work to date and the risk this poses to Council in proceeding with the project, contains notable risks in regard to asset management, financial sustainability, and reputation and image. The present context of the Council operational situation is well known to Councillors, and the prospect of proceeding with a multi-million dollar project, although well founded strategically, where there are still significant unknowns has the potential to impact on Council's reputation and image. One of the unknowns, namely the views of TfNSW on actual construction, are at time of writing unknown. Submission of a grant application to construct something on their asset prior to detailed engagement with them on the subject may be viewed as presumptuous and could be disruptive to a future positive working relationship with TfNSW on this project.

## FINANCIAL IMPACTS

	Amount	Details
Current Annualised Net Cost	\$0	No physical element of the constructed MRT exists as yet and the existing infrastructure within the corridor is not Council's responsibility.
Estimated Annualised Net Cost	\$107,660	Based on the completed stage 1a TDP. The draft Business Case by MRT Inc identifies means to potentially reduce this cost significantly. This cost has not been subject to substantive internal review within Council as yet.
Capital Investment	\$9,245,805	This is the capital investment amount identified in the Stage 1a TDP for this section. It includes 20% contingency, 5% project management and 2.5% detailed design and approvals costs.
Capital Funding Source	\$6,745,805 \$2,500,000	NSW Regional Tourism Activation Fund (grant application required) Federal Local Roads and Community Infrastructure Program (grant application required)

*The above financial figures have been taken from the Stage 1a Trail Development Plan.*

**RESPONSIBLE OFFICER:** Coordinator Economic Development

### **OPTIONS CONSIDERED**

The MRT is effectively required to be developed within the existing rail corridor. There are therefore no alternative options to the location of where the trail may be constructed. However options exist in terms of which sections of the MRT to pursue construction funding for in the first instance. The three sections in Stage 1a for which the TDP has been completed are the only options at this point. These sections are:

- Tralee to Michelago (39km)
- Nimmitabel to Old Bombala Road (10km)
- Bombala to Jincumbilly (25km)

An issue has arisen in relation to the shared use of the rail corridor south of Cooma between the rail trail and a future revived tourist rail operation carried out by Cooma Monaro Railway. Discussions are continuing to try and establish a shared vision for use of the corridor south of Cooma. However north of Cooma there are no other competing or shared interests in the use of the rail corridor, meaning that the Tralee to Michelago section is the obvious choice at present to pursue in terms of construction funding. Of note is that the original 2019 Feasibility Study supported a general progressive development of the rail trail from the north to the south.

### **IMPLEMENTATION PLANS**

Successful applications to the RTAF will be notified confidentially from November 2022. Projects will be required to be completed by 30 June 2026. At the time writing, there has not been sufficient time to prepare a Construction Management Plan or Project Management Plan, including a Project Delivery Timeframe.

### **EXISTING POLICY/DECISIONS**

Council recently adopted the Regional Trails Masterplan (RTM) to provide strategic guidance and priority on the further development of trails (Council managed trails) in Snowy Monaro. The MRT is a high priority project in the RTM with several high priority actions identified. The table below is an extract from the RTM detailing the actions identified for the MRT.

9.4.1 MONARO RAIL TRAIL - POTENTIAL CONSTRUCTION FUNDING GRANT APPLICATIONS

**Actions**

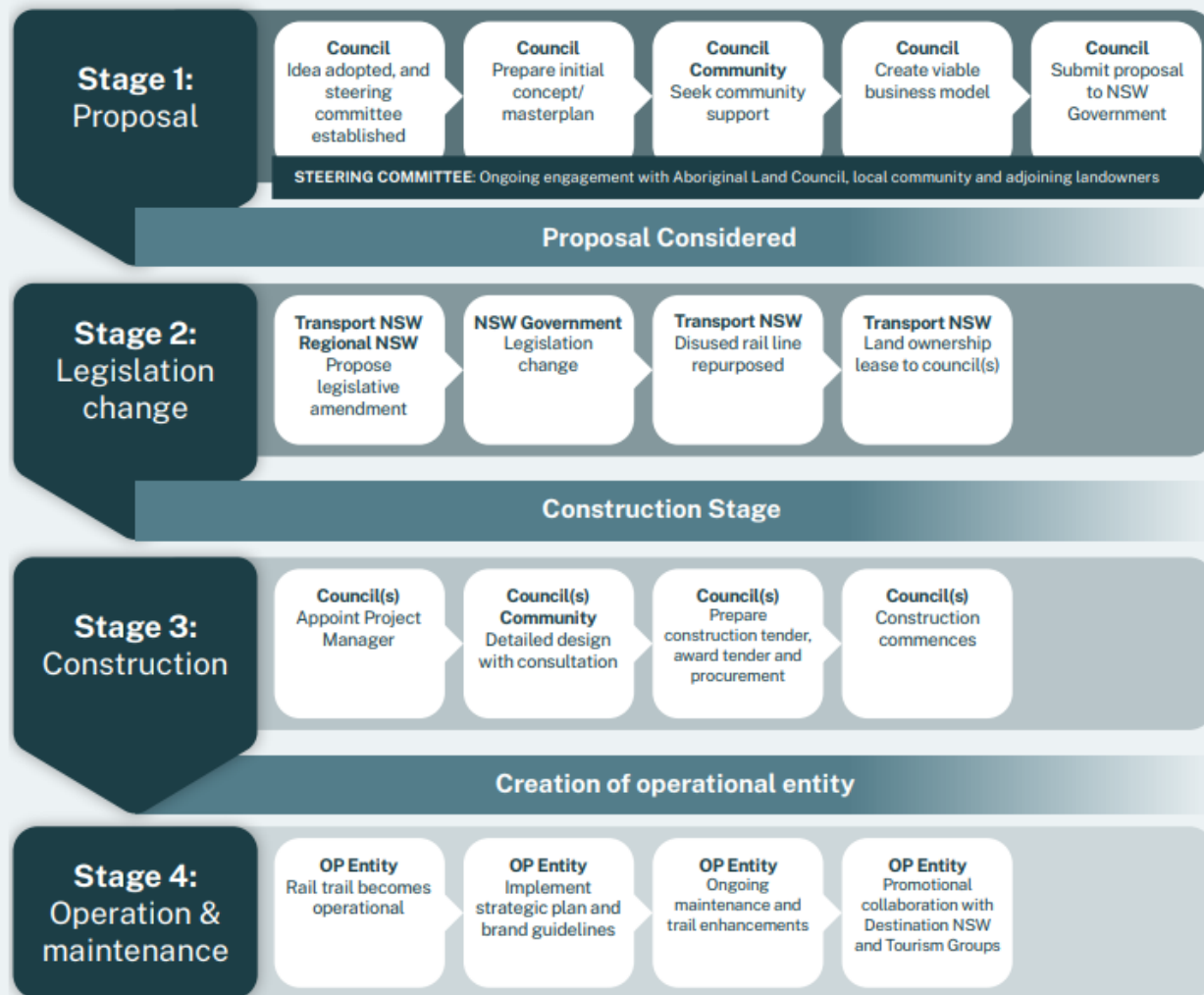
	Action	Timeframe	Cost	Partners	Priority
C1.1	Governance Framework: Establish an appropriate governance framework to ensure that volunteers (i.e. through MRT Inc.) can contribute meaningfully in the development (and potentially the operation) of the Monaro Rail Trail. Ensure formalised partnerships with clear roles and responsibilities.	Short	Low	MRT Inc., SMRC	High
C1.2	Rail Corridor: Advocate for the vesting of the rail corridor to the Monaro Rail Trail Management Committee through a lease agreement from NSW Government.	Short	Low	MRT Inc., NSW Gov, SMRC	High
C1.3	Management and Funding Model: Establish and document a robust management and ongoing funding model for the Monaro Rail Trail, ensuring long-term sustainability of the trail. Consider innovative options and seek to achieve multiple revenue streams.	Short	Low	MRT Inc., NSW Gov, SMRC	High
C1.4	Business Case: Continue to document comprehensive and up to date information relating to the proposal, framework and concept plan for the MRT (e.g. <i>Monaro Rail Trail Feasibility Study 2020</i> ) to ensure that the business case for the MRT can be clearly and regularly communicated.	Short	Low	MRT Inc., NSW Gov, SMRC	High
C1.5	Development Funding: Seek funding for the development of the Monaro Rail Trail. Consider opportunities for staged development, utilising a multi-criteria analysis process to inform staging and priorities.	Short	Major Project	MRT Inc., SMRC, NSW Gov, Fed Gov	High
C1.6	Collaborate with QPRC: Work collaboratively with Queanbeyan-Palerang Regional Council to deliver a cohesive & consistent rail trail experience across local government boundaries.	Short	Low	SMRC, QPRC	High
C1.7	Loop Trails: Using the 8 Stage Trail Development Process, develop loop trails local which complement the MRT through linking to local businesses and community/visitor facilities at key precincts (e.g. Precinct Trails in Bombala, Cooma, Michelago, Bredbo, Nimmitabel), and connecting towns/precincts with loop options (e.g. Gravel Grinder Touring Route).	Medium	Medium	SMRC, MRT Inc.	High
C1.8	Horse Riders: Ensure consideration of horse riders, where possible, in the design and development of the Monaro Rail Trail (Refer also Action C4.2).	Short	Low	SMRC, MRT Inc.	High

Whilst a number of these actions are underway already, most have not yet been completed. It is noted that action C1.5 is to seek funding for the development of the MRT and that this is a high priority.

The NSW Rail Trails Framework was released by the state government in June 2022. It details the process for developing a rail trail and is overall very positive about their further development in NSW. An extract from the Framework document is included below which outlines the process for the development of a rail trail in NSW

9.4.1 MONARO RAIL TRAIL - POTENTIAL CONSTRUCTION FUNDING GRANT APPLICATIONS

There are four stages to guide the establishment of a Rail Trail, from the initial idea, to approval, legislative changes, construction and ongoing operations and maintenance.



The above process is unclear at the end of stage 1 whether initial endorsement of the rail trail proposal from the state government, and specifically from TfNSW, is required prior to submitting a funding proposal, or whether this is addressed in the process of determining a submitted funding application. In any case, whilst staff have begun discussions with TfNSW on a constructed rail trail within the corridor, TfNSW have not provided any formal endorsement of such plans. To submit a grant application to the state and federal governments on a public asset, it is a requirement to submit evidence that the relevant asset owner endorses the grant application. At the time of writing, it is unclear whether TfNSW will be able to provide such endorsement prior to the grant fund closing on 27 September 2022.

## **BACKGROUND**

Council has recently applied to the Business Case and Strategy Development Fund, in partnership with QPRC, seeking \$272,000 of funding to complete the biodiversity and biosecurity reports for stage 1a of the MRT and the Trail Development Plan for Stage 2. Successful applications will be announced in October.

In July the TDP for Stage 1a was formally completed. It is not attached to this report due to its file size (119MB) and length. It is available on request.

In the lead up to the recent federal election in May, local MP Kristy McBain announced that if re-elected and Labor won government, she would commit \$1M of funding to the MRT for the Bombala to Jincumbilly section of the trail.

In June the Mayor convened what became a series of meetings between several SMRC Councillors, the CEO, Economic Development Coordinator, MRT Inc representatives and Cooma Monaro Railway representatives in an effort to broker a shared vision for the rail corridor south of Cooma which would involve both tourist railway and rail trail operating adjacent to one another. The present point of agreement is that a further Feasibility Study is required to examine the possibility and high level costs involved in a shared corridor between Bombala and Jincumbilly.

## **ATTACHMENTS**

1. RTAF Guidelines
2. LRCIP Guidelines
3. NSW Rail Trails Framework
4. MRT Assets - Tralee to Michelago
5. Draft Business Case

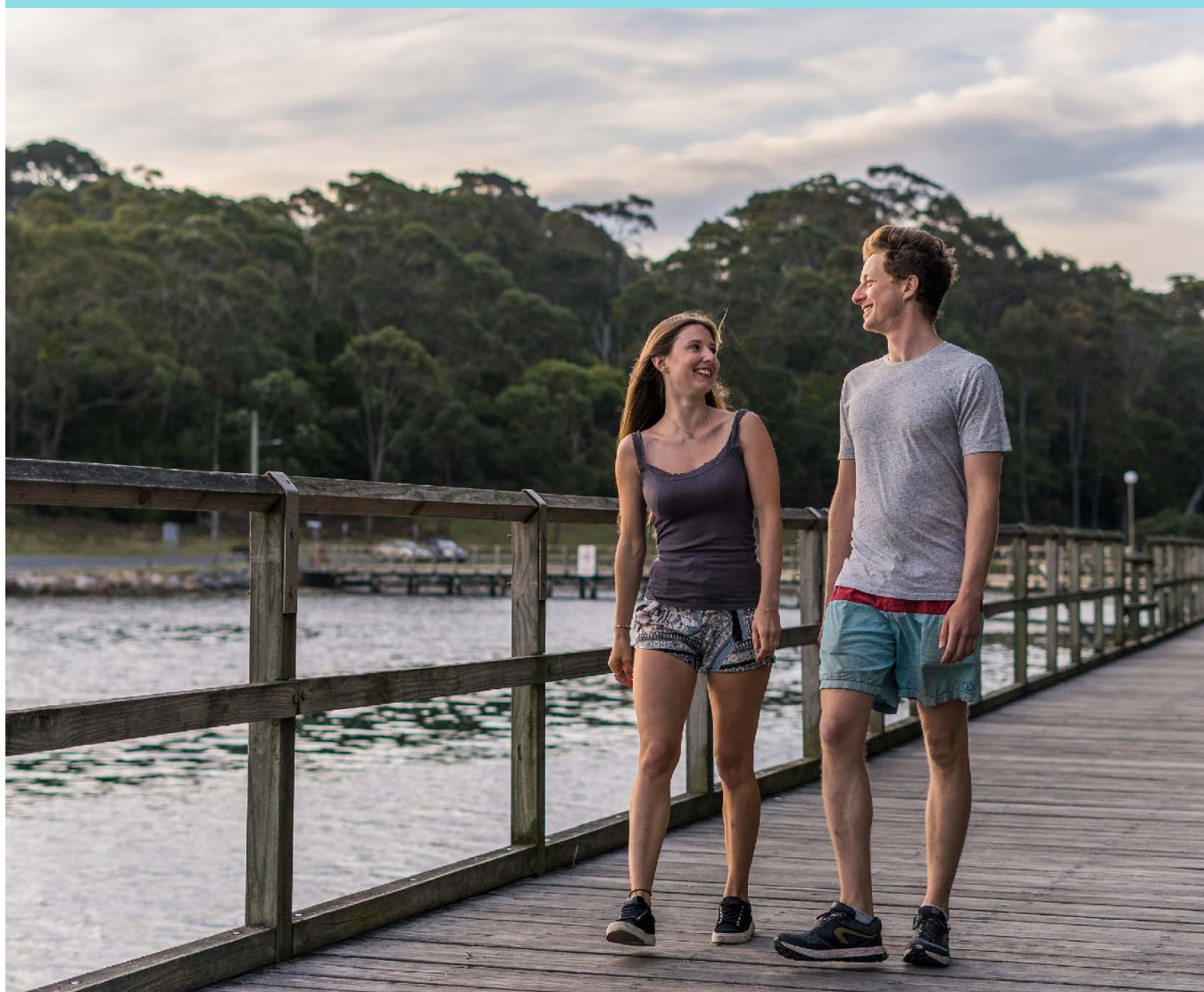
Department of Regional NSW

[nsw.gov.au/RTAFr2](https://nsw.gov.au/RTAFr2)

# Regional Tourism Activation Fund

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Fairy lights adorning a tree in the Victory Memorial Gardens, Wagga Wagga.  
Photo credit: Chloe Smith Photography;  
[Visit Wagga Wagga](http://VisitWaggaWagga.com.au)

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Cover: A couple enjoys a walk along  
the Mill Bay Boardwalk, Narooma.  
Photo credit: Destination NSW

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Kayaking on Lake Hume, Albury.  
Photo credit: Albury City Council;  
Destination Riverina Murray

# Message from the Deputy Premier

From vast rolling hills to pristine beaches, regional NSW is the perfect destination for both domestic and international travellers.

After the impacts of extended lockdowns, the popularity of regional tourism has never been greater. For many regional communities, the tourism dollars spent at cafes, shops and accommodation is the driving force of regional economies.

This is why we are investing \$150 million for Round 2 of the NSW Government's Regional Tourism Activation Fund, to continue supporting major tourism projects that deliver iconic experiences for visitors to NSW.

Under Round 2, we are encouraging high-impact projects by increasing the maximum funding request to \$20 million, enabling the delivery of new and innovative tourism drawcards.

Round One of the Regional Tourism Activation Fund supported incredible projects that will only accelerate the growth of tourism in our regions. Now in 2022, we want to build on that investment and share with visitors from Australia and abroad the full range of unforgettable visitor experiences right across regional NSW.

If you are an eligible applicant and have a great project in mind, I encourage you to apply for funding to help bring even more tourists to our wonderful regions.



**The Hon. Paul Toole MP**  
*Deputy Premier*  
*Minister for Regional NSW, and Minister for Police*

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# Overview

\$150m

Round 2

The NSW Government has committed \$150 million to Round 2 of the Regional Tourism Activation Fund as part of the \$3.3 billion Regional Growth Fund.

The Regional Tourism Activation Fund–Round 2 will accelerate the development of high impact tourism infrastructure projects that will increase visitation, expenditure and extend length of stay for visitors to regional NSW.

The Fund will focus on developing new and enhanced visitor experiences that have the potential to increase the international appeal of destinations in regional NSW and lead to increased visitation from interstate and international tourists. The Fund will support projects that utilise universal design principles and are accessible and inclusive for everyone.

\$3.3bn

Regional Growth Fund total

# Objectives

The key objectives of the Regional Tourism Activation Fund – Round 2 are to:

- accelerate the development of high impact tourism and events infrastructure
- increase the international appeal of destinations in regional NSW
- boost the visitor economy in regional NSW through increased visitation and job creation
- develop visitor experiences that utilise universal design principles and are accessible and inclusive for all
- ensure all visitors to regional NSW have unforgettable experiences that encourage repeat visitation.

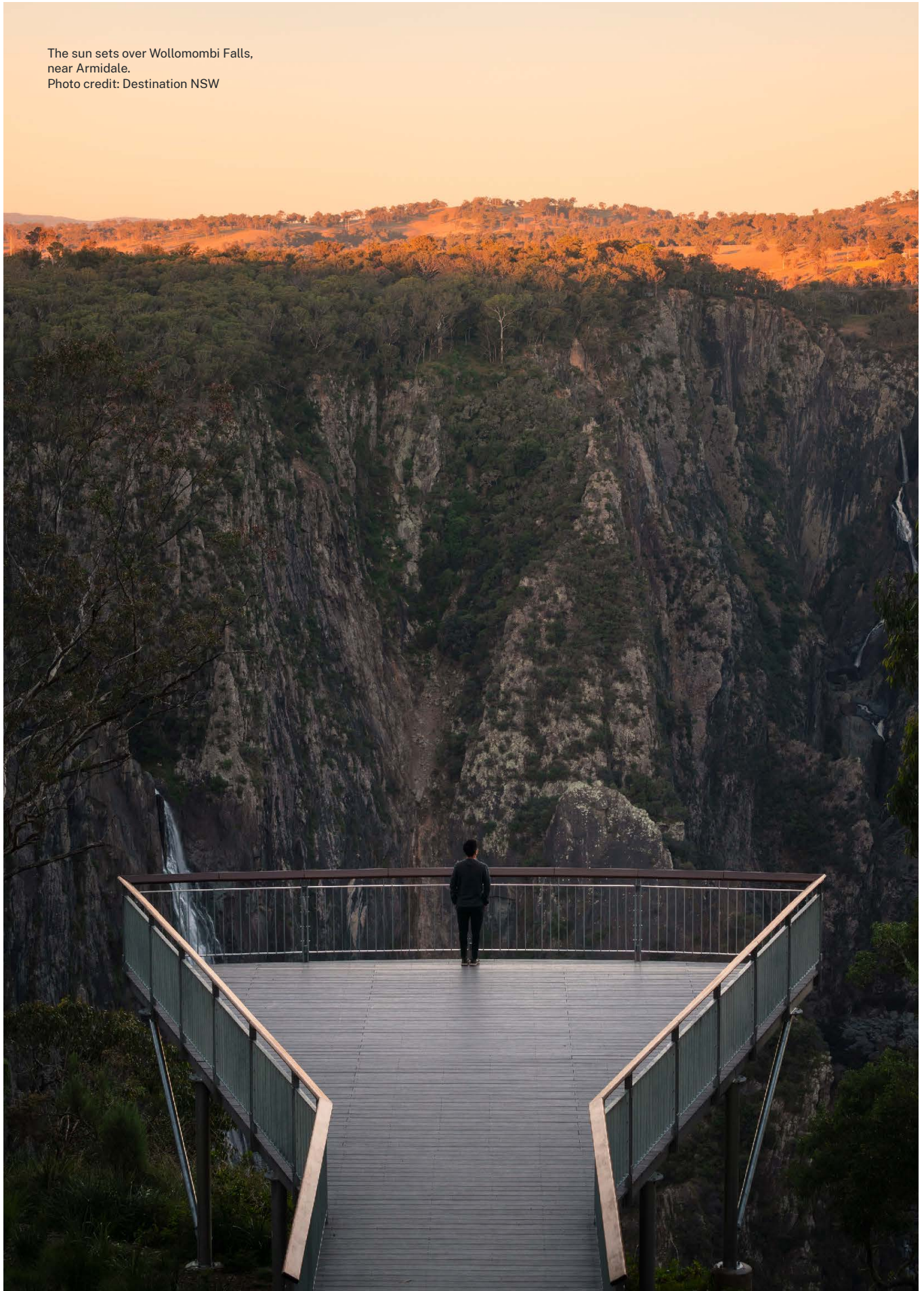


Visitors arriving to Taronga Western Plains Zoo, Dubbo. Photo credit: Taronga Western Plains Zoo



Children viewing a historic aircraft on display at the Temora Aviation Museum, Temora. Photo credit: Destination NSW

The sun sets over Wollomombi Falls,  
near Armidale.  
Photo credit: Destination NSW





From top: Business event delegates enjoying a sunrise yoga session at Yarran Wines, Yenda. Aerial view of the Bago Maze and Winery, Wauchope.  
Photo credits: Destination NSW

# Timeline

## Applications open:

2 August 2022

## Applications close:

27 September 2022 at 5pm AEST

### *Notifications and announcements:*

Successful applicants will be notified confidentially from November 2022 or as soon as possible after an application is approved, at the NSW Government's discretion.

### *Contracting:*

Contracting may commence once the successful applicant has signed and returned their Letter of Offer and Confidentiality Agreement.

### *Project completion:*

Projects must be completed by 30 June 2026



# Project types

The Regional Tourism Activation Fund – Round 2 will provide up to \$150 million for high impact tourism infrastructure projects that have the potential to become iconic visitor experiences for regional NSW.

## Examples of eligible project types include:

### Nature-based tourism



iconic walking and hiking trails



aquatic and coastal projects such as over-water walkways and major viewing platforms



adventure trails that cover land and water experiences



adventure cycling such as mountain bike and BMX trails

### Arts, culture and events infrastructure



Aboriginal tourism experiences



major arts infrastructure



cultural experiences including history and heritage projects



major event and festival infrastructure



major conference centre facilities

## High impact

Projects must demonstrate they have the potential to be high impact visitor experiences that will lead to an increase in visitation for the destination where it will be developed. The impact of the project will be assessed through visitation forecasts that capture increases in daytrip, overnight, interstate and international visitors over a five-year period following the completion of the project.

## Accessibility and inclusion

Projects that go above and beyond the baseline compliance standards and enable people with disability and accessibility requirements to participate independently with equity and dignity will be preferred.

Applicants are encouraged to utilise universal design principles within their project design and to demonstrate their commitment to accessibility and inclusion as a key part of their application.

## Strategic alignment

The objectives and focus areas of the Regional Tourism Activation Fund are aligned to strategic pillars three and five of the NSW Visitor Economy Strategy 2030 by showcasing the strengths of regional NSW and facilitating growth and diversification of the visitor economy. The Fund is also aligned to the 20-year Economic Vision for Regional NSW, the NSW Destination Management Plan, the NSW Disability Inclusion Plan 2021-2025, and the NSW Aboriginal Affairs OCHRE Plan.

Projects that align with the relevant Destination Management Plan and other regional strategies and plans including the Regional Economic Development Strategies will be preferred.



From top: A couple enjoying a walk along the Yuraygir Coastal Walk, Angourie. A family day of cycling along the Wagirra Trail and Yindyamarra Sculpture Walk, Albury. A sculpture on display in the Walcha Open Air Gallery, Walcha.  
Photo credits: Destination NSW

# Grant amounts



Applications for funding can be for a minimum of \$500,000 up to a maximum of \$20 million.

## Co-contributions

**25%**

1. Applications are required to have a financial co-contribution of at least 25 per cent of the total grant amount.



2. Co-contributions must be cash and cannot be made in-kind, and evidence of the cash co-contributions must be provided as part of the application.



3. Applicants can indicate that there are extenuating circumstances preventing them from making the required co-contribution and this will be considered by the Assessment Panel.



4. The delivery or viability of projects should not be dependent on co-contributions that have not been secured.



5. Co-contributions towards projects cannot be made using funding received from the NSW Government, with the exception of co-contributions towards projects that are proposed to be developed and delivered in partnership with a NSW Government agency.

For example, a project led by a local council cannot use funding received through a previous NSW Government grant program towards their co-contribution.



6. Projects that maximise investment from the applicant, Commonwealth Government and/or other industry contributions will be preferred.

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## Eligibility criteria

All applications will be assessed for eligibility and only eligible applications will be considered for funding. Applicants can submit multiple applications but must submit only one project per application.

## Applicants

Applicants must be an incorporated entity and hold an Australian Business Number (ABN), Australian Company Number (ACN), or be registered with NSW Fair Trading under the Associations Incorporation Act 2009 or another Act. Unincorporated organisations are ineligible to apply.

### *Eligible applicants include:*

- Local councils
- Joint organisations of councils, or council groupings and associations
- Incorporated not-for-profit organisations
- Community organisations registered as incorporated associations
- Local Aboriginal Land Councils
- An Aboriginal and/or Torres Strait Islander Corporation registered under the Corporations (Aboriginal and/or Torres Strait Islander) Act 2006.

Applicants must be financially viable and have at least \$20 million public liability insurance or be willing to secure the insurance before entering into a Funding Deed if the application is successful.

Eligible applicants are encouraged to work with private operators and industry organisations to identify potential partnership projects. Public/private partnerships are eligible to apply where the lead applicant is an eligible public entity and where clear public benefit can be demonstrated. The lead applicant, if successful, will be solely responsible for the delivery of the project and must be willing to adhere to the terms and conditions outlined in the Funding Deed.

Applications for projects delivered and operated by for-profit businesses or organisations must provide strong evidence that the project will deliver clear public benefit.

Projects that are developed and delivered in partnership with a NSW Government agency such as NSW National Parks and Wildlife Service or Forestry Corporation of NSW are eligible where the lead applicant is one of the entities listed as an eligible applicant.

Applicants can submit a joint application and projects can be located in multiple eligible LGAs, but a lead applicant will need to be nominated. If the application is successful, the lead applicant will enter into the Funding Deed and will be responsible for delivering the project.

## Project locations

Projects must be located in one or more of the 93 regional NSW Local Government Areas (LGAs), the Unincorporated Far West or Lord Howe Island. Projects located in the Greater Sydney metropolitan area, and the Newcastle and Wollongong LGAs are ineligible for funding.

A full list of the 93 eligible LGAs can be found in the frequently asked questions section of the Regional Tourism Activation Fund webpage.

Projects can be located on publicly owned land or on private land where there is a clear public benefit. If the applicant is not the owner of the land where the project will be located, landowner's consent and access agreements will be required as part of the application.

### Ineligible project types and costs

- Costs that would be considered business-as-usual activities.
- Core government activities or business operations and administrative running costs.
- Projects or activities already funded or expecting to receive NSW Government funding, with the exception of new stages of a previously funded project or activity.
- Marketing, advertising, or product promotion including signage, with the exception of promotional activities specifically related to the project and are essential to its success.
- Engaging or paying permanent employees.
- Activities, equipment or supplies that are already being supported through other sources.
- Financing costs, including interest and debt financing.
- Capital expenditure for the purchase of everyday business activities such as office furniture and equipment, motor vehicles, computers, printers and photocopiers, with the exception of equipment specifically related to the project and essential to its success.
- Costs involved in the purchase or hire of software (including user licenses) and ICT equipment, with the exception of equipment and software specifically related to the project and essential to its success, including software and equipment that will enable the project to be accessible and inclusive.
- Costs such as rent and utilities unless specifically related to the project.
- Staff training and development costs not specifically related to the project.
- Insurance costs (applicants must hold and maintain adequate insurance coverage for any liability arising as a result of their participation in funded activities).
- Costs related to obtaining human resources used on the project, including job advertising, recruiting, and contract negotiations.
- Depreciation of plant and equipment beyond the life of the project.
- Opportunity costs relating to allocating resources to the agreed grant project.
- Projects that require ongoing grant funding from the NSW or Australian government.
- Projects that will proceed without any NSW Government financial assistance.
- Buying or upgrading equipment that is not fixed to a particular site, with the exception of equipment specifically related to the project and essential to its success.
- Retrospective funding to cover any project component that is already complete before funding is announced.



A mural found along the Narrandera Water Tower Art Trail, Narrandera.  
Photo credit: Destination NSW

# Assessment criteria



Eligible applications will be assessed against four merit-based assessment criteria.

## Criteria 1:

### Strategic alignment and visitor appeal

Applicants need to demonstrate that the project meets the objectives of the Fund by developing high impact tourism and events infrastructure that helps to boost the economy and ensures visitors to regional NSW have unforgettable experiences that encourage repeat visitation.

#### *Applications must demonstrate how:*

- the project will create or enhance a high impact visitor experience that introduces a unique point of difference for visitors to regional NSW
- the project aligns with NSW Government priorities, including the NSW Visitor Economy Strategy 2030, Destination Management Plans relevant to the region, and other regional strategies and plans including the Regional Economic Development Strategies. Projects identified in Destination Management Plans will be preferred
- the project is supported by the Destination Network and/or the local tourism organisation and is supported by other relevant stakeholders, such as the local Member of Parliament, as demonstrated through letters of support
- the project will support businesses operating in the private sector.

**Weighting: 30 per cent**

## Criteria 2:

### Economic outcomes

#### *Applications must demonstrate how:*

- the project has the potential to be a high impact visitor experience by increasing visitation to the destination over a 5-year period following completion
- the project has the capacity to create jobs and grow the visitor economy in regional NSW
- the project will generate a high value per visitor by increasing daytrip and/or overnight visitation when compared to the total project cost.

Applicants are required to submit a data sheet to assess the benefit-cost ratio for the project; however, it is not a requirement of the funding that the project receives a benefit to cost ratio greater than 1.0.

**Weighting: 30 per cent**

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### Criteria 3:

#### Deliverability and affordability

*Applicants will need to demonstrate that the project is financially viable and deliverable by providing:*

- a detailed project budget and cost estimates supported by competitive quotes, including all margins and overheads, project management costs, and an appropriate amount of contingency for the project
- a detailed operating model including any ongoing governance arrangements for the infrastructure such as access agreements
- projected maintenance costs and evidence that the asset owner has the capability and resources to meet these costs over the life of the asset.

The affordability criteria will also consider whether the proposal meets the co-contribution requirement of at least 25 per cent of the funding request.

Project cost estimates and the project budget should include any GST incurred to deliver the works, such as using tradespeople.

*Applicants will need to demonstrate that they have the capacity and capability to deliver the project by providing:*

- previous project management experience and the credentials of key personnel
- a detailed and realistic project management plan, including a risk assessment
- confirmation that all appropriate land consent, planning, construction, zoning, environmental and other approvals are in place.

Applications for projects that require development approval must demonstrate that the approval can be secured within 6 months of being notified of the outcome if it is not already secured at the time of making the application.

**Weighting: 20 per cent**

### Criteria 4:

#### Accessibility, inclusion, and community

*Applicants will need to demonstrate that the project is accessible and inclusive by providing:*

- a project design that has considered and utilises universal design principles and ensures the visitor experience is appealing for all users
- evidence that the project aligns with the relevant Disability Inclusion Action Plan and promotes best practice in accessibility and inclusion outcomes
- a design that accommodates a wide range of individual preferences and access requirements and minimises hazards.

*Applicants will need to demonstrate that the project contributes to the social and economic advancement of the community by providing:*

- evidence that the project will create a positive legacy and will be a long-term asset for the local community
- a project design that considers the impact on the environment and sustainability
- opportunities for disadvantaged members of the community to participate and benefit as an outcome of the project during construction and operation.

**Weighting: 20 per cent**

# How to apply



Applications must be submitted online through the Smarty Grants portal [available here](#).



A manual push chair user traverses the Mt. Kosciuszko summit trail alongside an all-terrain power-wheelchair user, Kosciuszko National Park.  
Photo credit: Jo Terlich

*Applicants will be required to provide the following documentation:*

- completed application form
- confirmation of the required co-contribution towards the project
- completed datasheet (template provided) that will require information such as the expected visitation, income streams, job creation and expenditure associated with the project
- evidence of at least \$20 million in public liability insurance, or evidence that the applicant is willing to secure at least \$20 million in public liability insurance if successful
- project plan (template provided) that outlines the project delivery timeline
- evidence of experience delivering projects of similar size and scope, or demonstrated capability to deliver the project
- evidence of the readiness of the project, including the status of development applications (if applicable), costings and quotes from suppliers, landowner's consent and construction approvals where required
- letters of support for the project.

Applications requesting over \$5 million will be required to submit a business case as an attachment to their application and are encouraged to utilise the business case template provided as a resource on the program webpage.

The assessment process is competitive and applications with insufficient detail will be disadvantaged during the assessment process. Applicants should ensure they provide as much relevant information as possible with their application.

## Available support

To help applicants prepare their application, additional information and resources will be available on the [Regional Tourism Activation Fund webpage](#), including relevant application templates and frequently asked questions.

An online information session will be held during the period when applications are open.

Department of Regional NSW staff can provide support during the application process. Please contact [tourism.programs@regional.nsw.gov.au](mailto:tourism.programs@regional.nsw.gov.au) or call 1300 679 673 for a referral to your local Business Development Manager for support with the application process.

Applicants are encouraged to consult with the relevant Destination Network prior to submitting an application. Information and contact details for the Destination Networks can be found [here](#).

Please check with the Department of Regional NSW prior to submitting if you are unclear about any part of the application.

Applicants are encouraged to seek advice from their legal, business and financial advisors to determine the suitability of the funding before applying.



From top: the 64-metre radio telescope at Parkes Observatory, near Parkes. A family enjoys a day of fun at the Illawarra Fly Treetop Adventure, near Jamberoo. Business event delegates enjoying a morning of fishing at the Whitton Malt House, Whitton. Photo credits: Destination NSW

# Assessment process



The Department of Regional NSW will coordinate the assessment process.

An Assessment Panel will be convened to consider the applications against the eligibility and assessment criteria and to determine the suitability of each project for funding.

The Assessment Panel may recommend part-funding for projects if there is insufficient funding available for the whole project or where only a component of the project is considered suitable/eligible.

The Assessment Panel may recommend funding for projects that do not have the required co-contribution based on extenuating circumstances outlined by the applicant.

***Broader factors that may be considered during the assessment process include the following:***

- total amount of funding available
- importance of a project to the local economy and community
- geographical distribution of projects across regional NSW
- suitability of a project for other government funding opportunities
- alignment with existing NSW Government policies and strategies.

During the assessment process, the Department of Regional NSW may ask applicants to provide additional information to assist in the assessment process. Advice may be sought from other NSW Government agencies or other sources to assist in the assessment of projects. Confidentiality will be maintained throughout the process.

The Department of Regional NSW, at its sole discretion, can take other factors into account that may make an application ineligible for funding, such as any person, business or organisation that could cause reputational or other risk to the NSW Government.

All projects may be referred to other NSW or Australian government funding programs for consideration.

## Decision making

The Department of Regional NSW will provide the Assessment Panel's advice and recommendations to the Deputy Premier for consideration and approval.

## Probity advice

Independent probity advisors will provide guidance to the Department of Regional NSW and the Assessment Panel on any issues concerning integrity, fairness and accountability that may arise throughout the application, assessment, and decision-making process. This will ensure decisions are made with integrity, fairness and accountability, while delivering value for money for NSW.

# Successful applicants



## Notification

Successful applicants will be notified confidentially from November 2022 or as soon as possible after an application is approved, at the NSW Government's discretion. Applicants may be requested to keep the grant confidential for a period if an announcement is likely to be made by the NSW Government.

## Funding Deed

Successful applicants will be required to enter into a Funding Deed with the NSW Government. Please refer to an example Funding Deed template on the Regional Tourism Activation Fund webpage.

The NSW Government makes no binding funding commitment to an applicant unless and until both parties sign a Funding Deed.

The Funding Deed will require the successful applicant to provide a copy of all relevant insurances, project approvals (for example development approvals and/or landowner's consent) and other supporting documentation relevant to the project or as requested by the Department of Regional NSW.

Grants will be paid as set out in the Funding Deed. Timing and requirements will vary at NSW Government's discretion, depending on the scope and risk of the project.

For applicants registered for GST and where it is payable, successful applicants will be paid the approved grant amount plus 10 per cent by the Department of Regional NSW, with the exception of local councils as they are not eligible to claim GST. Where an applicant is not registered for GST, it is not payable on grant amounts. Applicants not registered for GST must incorporate any GST paid by them to third parties into their application.

Successful applicants will be required to submit project progress reports to the NSW Government as outlined in the Funding Deed. Examples of measures to be included in the report are the completion of project activities, the number of full-time equivalent positions created as a result of the project, construction jobs created through the delivery of the project, and employment outcomes for young people, Aboriginal communities and people with disability.

## Unsuccessful applicants

Unsuccessful applicants will be notified in writing of the outcome of their application and will be offered a feedback information session.

## Important terms and conditions

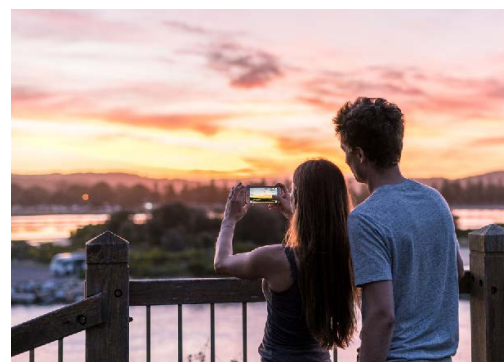
### *Applicants should note:*

- the NSW Government may choose to publicly announce funding for individual applications, including the amount of funding and the expected jobs created. It may also use information provided in the application to develop case studies
- requests for variations or changes to the project will only be considered in limited circumstances
- successful applicants will be required to pay back unspent funds, or any funds not spent in accordance with the Funding Deed
- successful applicants will be required to participate in a program evaluation after the project has commenced. The evaluation will require applicants to provide evidence of how projects have resulted in measurable benefits consistent with the Fund's objectives, focusing on employment and benefits to regional economies and communities
- all recipients of NSW Government funding should acknowledge this financial support as per the requirements outlined at the [Sponsorship and Funding Acknowledgement webpage](#)
- grants are assessable income for taxation purposes, unless exempted by taxation law.

It is recommended applicants seek independent professional advice about taxation obligations or seek assistance from the Australian Taxation Office.

The NSW Government does not provide advice on individual taxation circumstances

The Department of Regional NSW reserves the right to undertake an audit of grant funding within seven years of the Funding Deed ending.



From top: An athlete competes in the Snowies Mountain Bike Festival, Lake Crackenback. A couple watches the sunset from Bar Rock Lockout, Narooma.  
Photo credit: Destination NSW

Regional Tourism Activation Fund

Round 2

Program Guidelines

22

## Complaints

Any concerns about the Regional Tourism Activation Fund or individual applications should be submitted in writing to [regionalnsw.business@regional.nsw.gov.au](mailto:regionalnsw.business@regional.nsw.gov.au). If you do not agree with the way the Department of Regional NSW handled the issue, you may wish to contact the NSW Ombudsman via [ombo.nsw.gov.au](http://ombo.nsw.gov.au)

## Government Information (Public Access) Act 2009 (NSW)

Applicants should be aware that information submitted in applications and all related correspondence, attachments and other documents may be made publicly available under the Government Information (Public Access) Act 2009 (NSW). Information that is deemed to be commercially sensitive will be withheld.

The Government Information (Public Access) Act 2009 (NSW) makes government information accessible to the public by:

- requiring government agencies to make certain sorts of information freely available
- encouraging government agencies to release as much other information as possible
- giving the public an enforceable right to make access applications for government information
- restricting access to information only when there is an overriding public interest against disclosure.

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The guidelines are subject to change at any time at the sole discretion of the Department of Regional NSW.



People enjoying a visit to Carey's Cave, Wee Jasper. Photo credit: Don Fuchs; Destination NSW

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## Department of Regional NSW

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**T** 1300 679 673  
**E** [tourism.programs@regional.nsw.gov.au](mailto:tourism.programs@regional.nsw.gov.au)  
**W** [nsw.gov.au/RTAFr2](http://nsw.gov.au/RTAFr2)

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## COVID-19 Local Roads and Community Infrastructure Program Guidelines – Phase 3

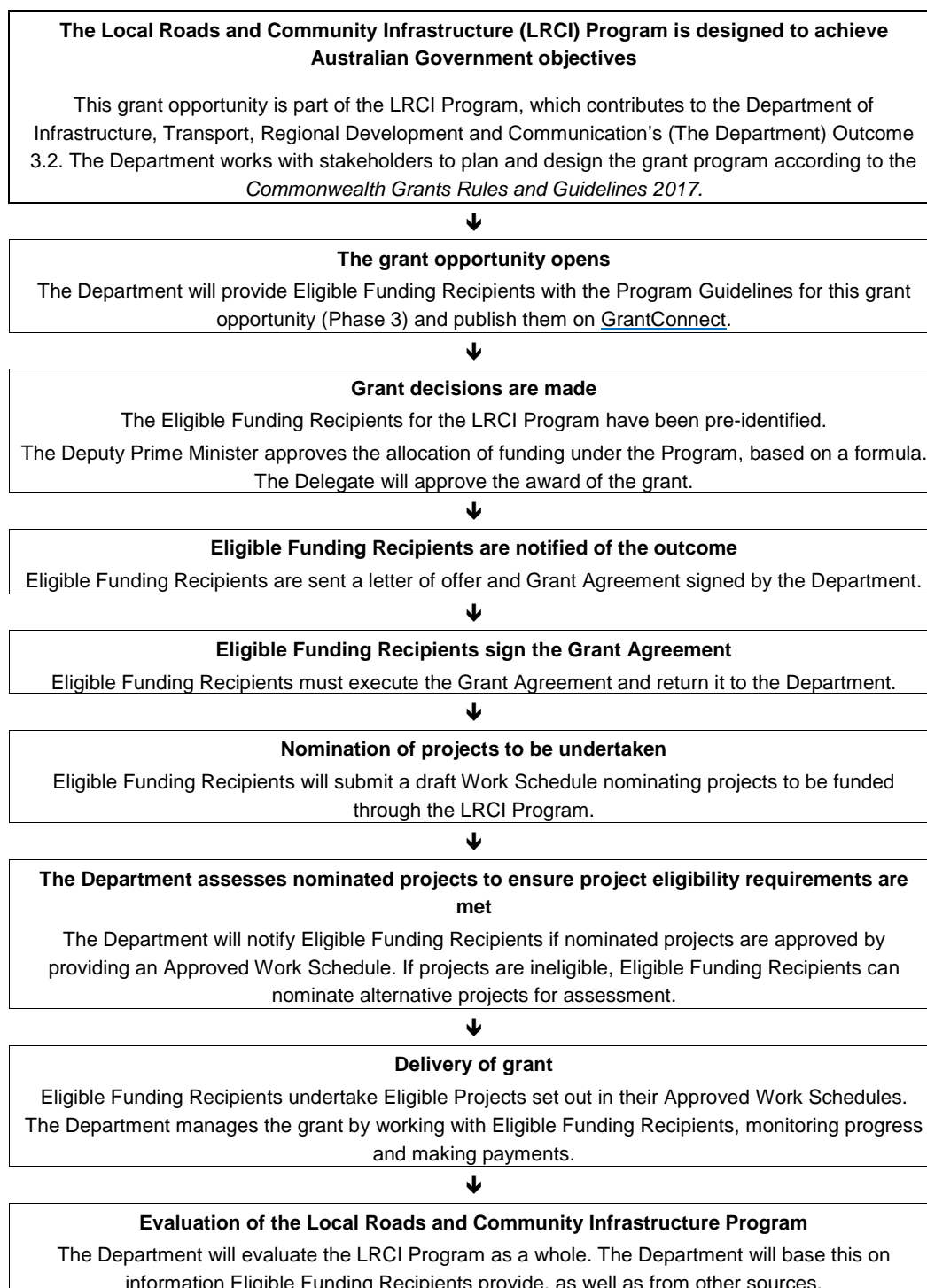
<b>Opening date:</b>	<b>October 2021</b>
<b>Commonwealth policy entity:</b>	Department of Infrastructure, Transport, Regional Development and Communications
<b>Administering entity</b>	Department of Infrastructure, Transport, Regional Development and Communications
<b>Enquiries:</b>	Any questions should be directed to: Program Manager Local Roads and Community Infrastructure Program <a href="mailto:LRCIP@infrastructure.gov.au">LRCIP@infrastructure.gov.au</a>
<b>Date guidelines released:</b>	<b>October 2021</b>
<b>Type of grant opportunity:</b>	Demand-driven (Eligibility-based)

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## 1. Local Roads and Community Infrastructure Program Process



## 1.1 Introduction

These Guidelines contain information for Phase 3 of the LRCI Program grants.

The Local Roads and Community Infrastructure (LRCI) Program was announced on 22 May 2020. Through the 2020-21 Budget, the Australian Government announced an extension of the LRCI Program, now referred to as LRCI Program Phase 2.

On 11 May 2021, as part of the 2021-22 Budget, the Australian Government announced a further \$1 billion for the continuation of the LRCI Program Phase 3. The grant opportunity set out in these Program Guidelines is for LRCI Program Phase 3 only.

The LRCI Program supports Eligible Funding Recipients to create jobs by delivering priority local road and community infrastructure projects across Australia.

This document sets out:

- the purpose of the grant opportunity;
- the eligibility criteria;
- how Eligible Funding Recipients will be monitored and evaluated; and
- responsibilities and expectations in relation to the grant opportunity.

The LRCI Program is administered by the Department.

## 2. About the LRCI Program – Phase 3

The purpose of the LRCI Program is 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.

Phase 3 of the LRCI Program will open from 20 October 2021. At this time, Grant Agreements will be sent to Eligible Funding Recipients to be executed, and Project Nominations can be submitted to the Department.

From 3 January 2022, the construction time period commences, and eligible payments will be made from this time. Project construction can commence once Project Nominations are approved by the Department with projects required to be physically completed by 30 June 2023.

Phase 3 of the LRCI Program continues a temporary, targeted stimulus measure responding to the economic impacts of the COVID-19 pandemic. The LRCI Program assists a community-led recovery from COVID-19 by supporting local jobs, firms, and procurement.

As with the earlier Phases of the LRCI Program, Eligible Funding Recipients can select a broad range of projects to fund so that communities can continue to be provided with the infrastructure they require. It is expected that Eligible Funding Recipients will use local businesses and workforces to deliver projects wherever possible to ensure stimulus funding flows into local communities.

The LRCI Program is a demand driven (eligibility based) grant program.

The LRCI Program will be delivered under Outcome 3.2 of the Department's Portfolio Budget Statement 2021-2022:

- the local government program supports regional development and local communities through delivery of policy advice to the Australian Government and financial assistance to local governments to strengthen local government capacity and better support local communities.

The objective of the LRCI Program is to maintain and create jobs by stimulating additional infrastructure construction activity in communities across Australia.

The intended outcomes of the LRCI Program are to:

- provide stimulus to protect and create local short-term employment opportunities through funding construction projects following the impacts of COVID-19; and
- deliver benefits to communities, such as improved road safety, accessibility and visual amenity.

The Department will administer the LRCI Program according to the [\*Commonwealth Grants Rules and Guidelines 2017 \(CGRGs\)\*](#).

### 3. Grant amount and grant period

The Australian Government has committed total funding of \$1 billion for Phase 3 of the LRCI Program.

Eligible Funding Recipients will receive a grant amount called a 'Nominal Funding Allocation'.

The formula used to calculate a Nominal Funding Allocation has been modelled on funding allocations under the Roads to Recovery Program (R2R) and the local road component of the Financial Assistance Grants Program. The formula used to determine a state/territory's share of funding under the LRCI Program follows the same state/territory allocation process as these programs. Within a state/territory's share of funding, the calculation of each Eligible Funding Recipient's Nominal Funding Allocation has been derived based on recommendations from the relevant Local Government Grants Commission, and takes into consideration factors such as population estimates and road length in each local governing body area. This is similar to how individual shares of R2R funding and local road component of the Financial Assistance Grant Program is calculated.

The formula has been consistently applied to determine the Nominal Funding Allocation of each Eligible Funding Recipient under the LRCI Program.

Co-contributions are not required under the LRCI Program, but Eligible Funding Recipients may expend their own funds on Eligible Projects.

This grant opportunity will open on 20 October 2021 and close on 31 December 2023. The First Instalment of the Phase 3 Nominal Funding Allocation will be paid after the Eligible Funding Recipient's Work Schedule has been approved, and not before 3 January 2022.

### 3.1 Phase 3 – ‘use it or lose it’ principle

If:

- an Eligible Funding Recipient has not applied for the full amount of their Phase 3 Nominal Funding Allocation in a draft Work Schedule by 30 June 2022; or
- savings related to Eligible Projects have not been reallocated under an Eligible Funding Recipient's Phase 3 Nominal Funding Allocation before 30 June 2023, then;

the Australian Government has the right to not pay the amount of the Phase 3 Nominal Funding Allocation not applied for or reallocated by the Eligible Funding Recipient.

## 4. Eligibility criteria

Only Eligible Funding Recipients are able to participate in Phase 3 of the LRCI Program. Eligible Funding Recipients will receive a letter of offer to participate in Phase 3 of the LRCI Program.

### 4.1 Who is eligible for a grant?

Eligible Funding Recipients are the same as for Phase 1 and Phase 2 of the LRCI Program.

550 Eligible Funding Recipients have been selected for this grant opportunity to fund and provide local council services to communities directly. By providing funding to the level of government closest to communities, the Australian Government can ensure that the economic boost is felt throughout every community across Australia.

### 4.2 Who is not eligible for the Grant Program?

Organisations are not eligible for the LRCI Program unless they have been identified by the Australian Government as an Eligible Funding Recipient (see 4.1).

General applications by other organisations will not be accepted. Applications by Eligible Funding Recipients reasonably understood to be on behalf of, or for the benefit of another otherwise ineligible organisation, will not be accepted.

## 5. What the grant money can be used for

Grant money can only be used on Eligible Projects, which are projects that are Local Road Projects or Community Infrastructure Projects (see 5.1). Eligible Projects must meet the Eligible Project Requirements set out in subsections 5.2 to 5.6, and deliver benefits to the community.

### 5.1 Eligible Grant Activity

#### Local Roads Projects

Eligible Local Road Projects are projects that involve the construction or maintenance of roads managed by local governments. Local governments are encouraged to consider works that support improved road safety outcomes.

This could include projects involving any of the following associated with a road:

- traffic signs;
- traffic control equipment;
- street lighting equipment;
- a bridge or tunnel;
- a facility off the road used by heavy vehicles in connection with travel on the road (for example, a rest area or weigh station);
- facilities off the road that support the visitor economy; and
- road and sidewalk maintenance, where additional to normal capital works schedules.

#### Community Infrastructure Projects

Eligible Community Infrastructure Projects are projects that involve the construction, maintenance and/or improvements to council-owned assets (including natural assets) that are generally accessible to the public.

'Generally accessible to the public' means that the project, or the amenity provided by the project, is generally accessible to the public at large. Some areas are clearly publicly accessible as they are areas that are open to all members of the public such as parks, playgrounds, footpaths and roads.

Projects will also be considered generally publically accessible if they are in a location that is:

- generally publically accessible to the wider public undertaking a specific activity (for example council operated sporting fields); or
- generally publically accessible for a limited age group of the community as a whole i.e. a kindergarten building; or
- used for the provision of an essential service or community service, as determined by the Department, and the amenity of the asset is publicly accessible and benefits the community.

All projects whether carried out on council owned land, or another type of public land, must deliver benefits to the community, such as improved accessibility, visual amenity, and/or safety. Examples of eligible works include:

- Closed Circuit TV (CCTV);
- bicycle and walking paths;
- painting or improvements to community facilities;
- repairing and replacing fencing;
- improved accessibility of community facilities and areas;
- landscaping improvements, such as tree planting and beautification of roundabouts;
- picnic shelters or barbeque facilities at community parks;
- community/public art associated with an Eligible Project (Eligible Funding Recipients will need to provide a clear description of the conceptual basis of the artwork);

- playgrounds and skate parks (including all ability playgrounds);
- noise and vibration mitigation measures; and
- off-road car parks (such as those at sporting grounds or parks).

#### Other Public Land

Projects that involve the construction, maintenance and/or improvements to state/territory and Crown owned land/assets, and Commonwealth owned land/assets, can also be eligible projects where the Council can confirm that they have the authority of the land or asset owner to undertake the project at the nominated site(s) and the site(s) are accessible to the public (including natural assets).

### 5.2 Maintaining Overall Capital Expenditure

As an economic stimulus measure, the intent is that Eligible Funding Recipients undertake infrastructure projects which are additional to projects that they had planned to undertake using either their own funds or funds already available to the Eligible Funding Recipients by another opportunity. The funding is not intended to replace existing expenditure commitments but rather to enable further, additional expenditure as economic stimulus.

Under Phase 1, projects would be considered Eligible Projects if they were additional to the Eligible Funding Recipient's existing work plan for 2020-21; simply, LRCI funds could not be used on existing projects.

Under Phase 2, Eligible Funding Recipients were required to maintain their overall capital spending on roads and community infrastructure, funded by their own revenue, at or above their 2020-21 capital spending level.

Under Phase 3, Eligible Funding Recipients will be required to maintain their overall capital spending on roads and community infrastructure, funded by their own revenue, at or above their 2021-22 capital spending level. The focus on overall capital spending provides Eligible Funding Recipients with greater flexibility to set and deliver the infrastructure priorities in their communities.

Proof of maintaining capital expenditure may be a requirement for an Eligible Funding Recipient to receive their full Phase 3 Nominal Funding Allocation. The Department will consider, in exceptional circumstances, exemptions to this requirement.

### 5.3 Co-contributions

Co-contributions are not required under the LRCI Program, but are allowed to be used for projects. A project can be funded by a combination of LRCI Program funds, the Eligible Funding Recipient's funds, and other government program funds (including state government programs), as long as the combined funding for the project does not exceed the estimated cost of a project.

An Eligible Funding Recipient using co-contributions for a project also needs to meet the conditions of other funding programs from which funds are sourced. Eligible Funding Recipients are responsible for determining if the funding conditions of another program would permit the use of LRCI Program funding towards that project.

#### 5.4 Eligible Construction Time Period

The eligible construction time period to undertake construction activity on Eligible Projects must be undertaken between 1 January 2022 and 30 June 2023. If a Phase 3 Grant Agreement is executed and the project is in a Phase 3 Approved Work Schedule, then construction may commence prior to 1 January 2022.

In general, requests to extend the construction time period beyond 30 June 2023 will not be granted. Exceptional circumstances that may directly delay and result in an extension to the eligible construction time period, will require case-by-case consideration. Planning issues, contractor availability, and general delays associated with project commencement or completion, are not considered exceptional circumstances, and Eligible Funding Recipients should take these into consideration when nominating a project.

Consideration of any requests for an extension to the Eligible Construction Time Period is at the discretion of the Delegate (see 6.1) If the Delegate decides that extensions will be considered, application forms will be published on the Department's website. Applications for extension must be in the manner and form stipulated by the Department and include sufficient information for the delegate to make a decision.

#### 5.5 Combined Projects – Completed LRCI Phase 1 and Phase 2 Projects

Eligible Funding Recipients can nominate discrete later stages of projects that are already receiving funding under the LRCI Program. The Phase 3 nomination must be a new, separate and previously unfunded project stage. The component funded under Phase 1 or Phase 2 must not be amended without approval by the Delegate and must maintain eligibility under the relevant program guidelines.

#### 5.6 What the grant money cannot be used for

Eligible Funding Recipients cannot use grant money to pay for business as usual activities and costs, or any other activities and costs not associated with Eligible Projects. These activities are Ineligible Projects or Ineligible Expenditures.

The following are examples of Ineligible Projects and Ineligible Expenditures:

- costs incurred in the preparation of a Work Schedule or related documentation;
- costs incurred in the preparation of reporting documentation including Audit requirements;
- general administrative overheads and staff salaries not connected with Eligible Projects funded under the Program;
- subsidy of general ongoing administration of an organisation such as electricity, phone, rent, or costs incurred by the Council as a Landlord in the general course of a lease;
- commencement ceremonies, opening ceremonies or any other event associated with Eligible Projects;
- transport planning studies;
- road rehabilitation studies (if not part of an Eligible Project);
- road building plant or other capital equipment especially moveable equipment (e.g. graders or trailers);

- land;
- purchase of or improvement to assets that will be 'handed off' to ineligible funding recipients under a cost sharing or minimisation strategy, or similar;
- training (if not part of an Eligible Project);
- public liability insurance;
- fringe benefits tax;
- GST payable component of a supply;
- finance leases on equipment;
- depreciation, except for depreciation of plant and equipment directly attributable to a grant funded Eligible Project;
- preliminary planning and stand-alone design that do not relate to an Eligible Project
- operating lease charges where the rental expense cannot be directly linked to the grant project (e.g. a grader may be hired for a period for a variety of tasks, only charges that specifically relate to the funded Eligible Project can be charged against the grant funds);
- overseas travel; and
- the covering of retrospective project costs undertaken prior to work schedule approval.

## 6. The grant selection process

### 6.1 Who will approve grants?

A person occupying a position of SES Band 1, Assistant Secretary, within the Infrastructure Investment Division (the Delegate) will approve grants on the basis that the organisation is an Eligible Funding Recipient as identified in section 4.1.

The Department considers that Eligible Projects provide value for money as a proportional response to the actual and anticipated nation-wide economic impacts resulting from COVID-19.

The amount of grant money awarded to an Eligible Funding Recipient will be determined by the Department in accordance with the formula outlined at section 3.

The Delegate's decision is final in all matters, including:

- the approval of the grant; and
- the grant amount.

There is no appeal mechanism for the decision to approve or not approve a grant.

### 6.2 How to seek a variation to project nominations?

If an Eligible Funding Recipient requires an amendment to their Approved Project cost or scope of works, the Eligible Funding Recipient will be required to resubmit their Phase 3 Work Schedule.

Edit and annotate the most recently submitted Phase 3 Work Schedule on Microsoft Word, using track changes.

## 6.2 How to seek an extension to approved project construction timeframes?

If an Eligible Funding Recipient needs to amend the start or end date of an Approved Project, this can be done via the Quarterly Report. If your Approved Project end date is past 30 June 2023, please contact the Department via email at [LRCIP@infrastructure.gov.au](mailto:LRCIP@infrastructure.gov.au).

In general extensions past 30 June 2023 will not be granted. Though in exceptional circumstances, they may be considered at the discretion of the Delegate. If the Delegate decides that extensions will be considered, application forms will be published on the Department's website. Applications for extension must be in the manner and form stipulated by the Department and include sufficient information for the delegate to make a decision.

## 7. Letter of offer process

All Eligible Funding Recipients will receive an offer to participate in Phase 3 of the LRCI Program. This offer will:

- a) specify the Phase 3 Nominal Funding Allocation;
- b) include a Grant Agreement that sets out the terms and conditions of Phase 3 of the LRCI Program executed by the Australian Government;
- c) provide information on the submission of Work Schedules.

Before accepting the offer, Eligible Funding Recipients must read and understand these Guidelines and the Grant Agreement. The Guidelines can be found on the Department's website and on [GrantConnect](#). Any alterations and addenda<sup>1</sup> will be published on GrantConnect and the Department's website. By registering on GrantConnect, organisations will be automatically notified of any changes to the Guidelines.

Eligible Funding Recipients can return signed Grant Agreements and submit Work Schedules for their first projects between 1 October 2021 and 30 June 2022. As construction needs to be completed by 30 June 2023, after 1 July 2022 the Department expects to only be managing variations or additional project nominations to ensure that an Eligible Funding Recipient is able to fully utilise their Phase 3 Nominal Funding Allocation.

## 8. Notification of outcomes

All Eligible Funding Recipients will receive a letter of offer to participate in Phase 3 of the LRCI Program and a Grant Agreement.

## 9. Successful grantees

### 9.1 The Grant Agreement

An Eligible Funding Recipient must enter into a legally binding grant agreement with the Australian Government by signing the Grant Agreement. The Grant Agreement used for Phase 3 of the LRCI Program will be supplied to Eligible Funding Recipients. The Grant Agreement has standard terms and conditions that cannot be changed.

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<sup>1</sup> Alterations and addenda include but are not limited to: corrections to currently published documents, changes to close times for applications, and Questions and Answers (Q&A) documents

The Grant Agreement may also contain conditions specific to an Eligible Funding Recipient in a Schedule.

To accept the offer, the Eligible Funding Recipient must sign the Grant Agreement:

- provide all the information requested; and
- return the Grant Agreement to the LRCI Program - Program Manager.

The Department is not responsible for any of an Eligible Funding Recipient's expenditure until a Grant Agreement is executed and a Work Schedule is approved for the Eligible Funding Recipient. A Grant Agreement must be executed with the Australian Government before any payments can be made.

Eligible Funding Recipients should keep a copy of the Grant Agreement and any supporting documents.

The Australian Government may recover grant funds from an Eligible Funding Recipient if the Grant Agreement has been breached. If an Eligible Funding Recipient fails to meet the obligations of the Grant Agreement, the Grant Agreement may be terminated.

## 9.2 How we pay the Grant

**Table 1 Grant Payment Overview**

Payment milestone	Grant payment date	Amount
First Instalment:  Work Schedule approval payment	The First Instalment of the Phase 3 Nominal Funding Allocation will be paid after 3 January 2022 and after the Eligible Funding Recipient's Work Schedule has been approved.	The First Instalment will be equal to 50 per cent of an Eligible Funding Recipient's Phase 3 Nominal Funding Allocation, unless the Eligible Funding Recipient is the recipient of a Low Value Grant.  For Low Value Grants, Eligible Funding Recipients will receive 75 per cent of their Phase 3 Nominal Funding Allocation in their First Instalment.
Progress Instalments:  Eligible Funding Recipients can receive multiple progress payments.	Within four weeks of the Department's acceptance of a complete and accurate Quarterly Report	A Progress Instalment will be equal to the Eligible Funding Recipient's: <ul style="list-style-type: none"> <li>• actual expenditure until the end of the period covered by the relevant Quarterly Report; and</li> <li>• projected expenditure on Eligible Projects in an Approved Work Schedule to the end of the subsequent quarter;</li> </ul> <b>less:</b> <ul style="list-style-type: none"> <li>• received instalments; and</li> <li>• 10 per cent of the Phase 3 Nominal Funding Allocation.</li> </ul> For Low Value Grants, Eligible Funding Recipients can apply to receive the residual of grant funds at the time of a Quarterly Report being submitted provided they also submit completed acquittal documentation.
Final Instalment:  Final payment	Within four weeks of the Department's acceptance of a complete and accurate Annual Report and decision to release the Final Instalment.	The Final Instalment will equal the smaller of: <ul style="list-style-type: none"> <li>• the residual amount of an Eligible Funding Recipient's Phase 3 Nominal Funding Allocation; or</li> <li>• the total eligible expenditure and projected expenditure to the end of the Eligible Projects;</li> </ul> <b>less</b> instalments paid to date.

### Submission of a Work Schedule

Eligible Funding Recipients will nominate projects they intend to spend LRCI grant money on in their draft Work Schedule.

Eligible Funding Recipients are required to submit a draft Work Schedule in the manner and form stipulated by the Department. The manner and form for submitting a draft Work Schedule will be provided to Eligible Funding Recipients and made available on the Department's website.

- Eligible Funding Recipients should submit their draft Work Schedule when they return their signed Grant Agreement. Work Schedules can be submitted between 20 October 2021 and 30 June 2022, but failure to promptly return a Work Schedule will result in release of grant funds being delayed.
- In order for Eligible Funding Recipients to receive their full Phase 3 Nominal Funding Allocation, they must have submitted a draft Work Schedule for the total amount of their Phase 3 Nominal Funding Allocation by 30 June 2022.
  - If an Eligible Funding Recipient has not applied for their full Phase 3 Nominal Funding Allocation in a draft Work Schedule by 30 June 2022, or savings related to Eligible Projects have not been reallocated under their Phase 3 Nominal Funding Allocation before 30 June 2023, the Australian Government has the right to not pay the amount of the Phase 3 Nominal Funding Allocation not yet applied for or reallocated by the Eligible Funding Recipient.

The draft Work Schedule must contain the following information in relation to each of the nominated projects the Eligible Funding Recipient proposes to undertake using the grant:

- project description, including details of how the project meets the Project Eligibility Requirements detailed in Section 5;
- proposed timeframes for the project, including construction commencement date and estimated construction completion date;
- detail of any conflicts of interest and management actions to manage these conflicts;
- the amount of grant funding required and details of any other contributions to the total costs of the project, along with details of all proposed expenditure including confirmation that none of the proposed expenditure is Ineligible Expenditure;
- expected number of full-time equivalent jobs supported by the project over the construction period;
- meet mapping requirements notified by the Department;
- whether the project involves Indigenous employment of Business use; and
- Work Category, Outcome Category

If some of the jobs supported by a project are new jobs/redistribution of personnel in the Eligible Funding Recipient's own workforces, labour costs for work undertaken must be derived from timesheets or via an equally acceptable method. Project management time included in the expected number of jobs supported by a project must not include Ineligible Expenditure or costs associated with Ineligible Projects, and a clear and definable model needs to be in place to apportion these costs.

The total amount of grant funding sought under a draft Work Schedule cannot exceed the amount of the grant specified in the Grant Agreement.

#### Approval of a Work Schedule

The Department will assess whether projects included in an Eligible Funding Recipient's Work Schedule meet the Eligible Project Requirements set out in these Guidelines and that all requested information has been provided.

If the Work Schedule or projects do not meet requirements, an Eligible Funding Recipient may submit an updated Work Schedule that includes additional nominated projects for approval. The Department may contact an Eligible Funding Recipient to request further information.

The Department will make a recommendation to the Delegate to approve/not approve the Work Schedule.

If an Eligible Funding Recipient nominates projects with a total value of more than 50 per cent of their Phase 3 Nominal Funding Allocation and the Work Schedule is approved, the Delegate will approve release of the First Instalment of grant funds. The decision to release funds will be made on the basis of their assessment of the information provided by an Eligible Funding Recipient and any other information in the Program Guidelines. Approval may be subject to conditions detailed in the Grant Agreement. Only approved Eligible Projects will be included in the Approved Work Schedule.

Eligible Funding Recipients will be advised in writing if their Work Schedule and release of the First Instalment has been approved.

#### First Instalment

The First Instalment will be paid to an Eligible Funding Recipient from 3 January 2022 or within four weeks of the Work Schedule and release of the First Instalment being approved by the Delegate, provided this date is after 3 January 2022.

The value of the First Instalment will be 50 per cent of an Eligible Funding Recipient's Phase 3 Nominal Funding Allocation.

#### Low Value Grants

A Low Value Grant is a Phase 3 Nominal Funding Allocation under \$750,000. In application of the proportionality principle, different requirements relating to Instalments and Reporting apply to these grants.

For a Low Value Grant, the process for Work Schedule approval is the same as detailed above. However, Low Value Grant recipients can receive 75 per cent of their Phase 3 Nominal Funding Allocation as their First Instalment provided they have nominated projects totaling 75 per cent or more of their Phase 3 Nominal Funding Allocation.

### Progress Instalments

Progress Instalments will be made following submission of a complete and accurate Quarterly Report.

The Delegate will approve release of a Progress Instalment on the basis of:

- the Department's assessment of, and the information provided in, relevant Quarterly Report/s;
- whether or not an Eligible Funding Recipient is in breach, or suspected of being in breach, of the Grant Agreement; including
- consideration of other relevant information, including whether the Eligible Funding Recipient has engaged with relevant local MPs as required by these guidelines.

Further relevant information may be requested by the Department at this stage and considered by the Delegate.

If the Delegate approves release of a Progress Instalment, payment will be made within four weeks of the Delegate making this decision. Eligible Funding Recipients will be advised in writing of the decision to release a Progress Instalment.

The payment value for a Progress Instalment will equal:

- actual expenditure up until the end of the relevant quarter; plus
- projected expenditure to the end of the next quarter.

#### **less:**

- the first instalment; and
- 10 per cent of the Phase 3 Nominal Funding Allocation.

For Low Value Grants, Eligible Funding Recipients can apply to receive the residual of grant funds (10 per cent) at the time of a Quarterly Report being submitted, provided they also submit completed acquittal documentation (see 11.4).

### Final Instalment

The Delegate will decide whether to approve release of the Final Instalment on the basis of:

- an assessment of compliance with the Grant Agreement, including any investigations or audit reports;
- the information provided in the Annual Report;
- information in the Work Schedule and relevant Quarterly Reports; and
- any other relevant information, including whether the Eligible Funding Recipient has engaged with relevant local MPs as required by these guidelines.

The Final Instalment will be the lesser of:

- the residual amount of an Eligible Funding Recipient's Phase 3 Nominal Funding Allocation and the total actual expenditure, and;
- projected expenditure to the end of the Eligible Projects, less instalments paid to date.

Projected expenditure should be limited to invoices for completed construction activities which are yet to be paid, or; expenses expected to be incurred post 30 June 2023, which are not construction costs, unless otherwise agreed by the Department.

Further information may be requested by the Department at this stage and considered by the Delegate. The Final Instalment will be paid within four weeks of the Delegate's decision to release the grant payment.

### 9.3 Grant Payments and GST

In accordance with the Terms of the Australian Taxation Office ruling GSTR 2012/2, payments made under the LRCI Program, which are payments made by a government related entity to another government related entity, and for which the amount of the grant does not exceed the cost of providing the goods or services, do not attract GST. Consequently, the actual and projected expenditure Eligible Funding Recipients report to the Department must exclude the GST component on goods and services, and the payments the Department makes to Eligible Funding Recipients to cover the costs of the program will not include GST.

Grants are assessable income for taxation purposes, unless exempted by a taxation law. We recommend you seek independent professional advice on your taxation obligations or seek assistance from the Australian Taxation Office. We do not provide advice on your particular taxation circumstances.

## 10. Announcement of grants

The Department will publish details of the grants awarded on GrantConnect within 21 days after the date of effect of the Grant Agreement as required by section 5.3 of the [CGRGs](#).

The Department may also publish details of grants on its website or other government websites, including individual projects funded, underway or complete. This information may include, but is not limited to:

- title of the project;
- description of the project and its aims;
- amount of funding received and funding allocation; and
- project outcomes including estimates of jobs supported.

## 11. Reporting requirements

Eligible Funding Recipients must submit reports in line with the Grant Agreement and these Guidelines. The Department will remind Eligible Funding Recipients of their reporting obligations before reports are due.

Eligible Funding Recipients must also update their Work Schedules as required and in accordance with any other requirements notified by the Department.

The Department will monitor progress by assessing submitted reports and may conduct site visits to confirm details in Quarterly Reports and Work Schedules if necessary. Occasionally, the Department may need to re-examine claims, seek further information, or request an independent audit of claims and payments on a risk based or sampling basis.

### 11.1 Quarterly Reports

Eligible Funding Recipients must submit Quarterly Reports throughout the Grant Period.

Quarterly Reports must be submitted per the timeframes in **Table 2 – Reports** and in accordance with the Grant Agreement.

Quarterly Reports are used to provide the Department with information on the progress of Eligible Projects and are a requirement for the receipt of funds for payment of Progress and Final Instalments of grant payments. Quarterly Reports must be submitted in the manner and form specified by the Department and include required details.

Eligible Funding Recipients must provide the following information in a Quarterly Report:

- the amount of grant funding spent (actual expenditure) for the eligible construction time period commencing on 1 January 2022 (unless agreed by the Department) and ending on the last day of the quarter to which the Quarterly Report relates;
- the amount of grant funding (proposed expenditure) which the Eligible Funding Recipient intends to spend on Eligible Projects in the quarter following the report;
- details of progress towards completion of Eligible Projects; including any evidence required per the Grant Agreement;
- changes to construction start or end dates, and
- estimated and/or confirmed jobs supported by the grant funding.

The figures in the Quarterly Reports should be prepared on an accrual basis. Quarterly Reports must be submitted within the period specified in the Grant Agreement.

If an Eligible Funding Recipient has expended their Phase 3 Nominal Funding Allocation or returned any unspent grant funding, after providing the Quarterly Report for the quarter in which this occurs, an Eligible Funding Recipient will not be required to provide further Quarterly reports but will still be required to provide the Annual Report.

For a Low Value Grant, if the Eligible Funding Recipient has expended their Phase 3 Nominal Funding Allocation or returned any unspent grant funds, after providing the Quarterly Report for the quarter in which this occurs, an Eligible Funding Recipient will not be required to provide further Quarterly reports. An Eligible Funding Recipient with a Low Value Grant can file acquittal documentation at this time.

**Table 2 – Reports**

Lodgement period for Reports	Actual expenditure period	Report
1–30 April 2022	1 January – 31 March 2022	Actual expenditure and eligible project updates for the period commencing on 1 January 2022 and ending on the last day of the quarter to which the Quarterly Report relates. Projected Expenditure for the next quarter.
1–31 July 2022	1 April – 30 June 2022	Actual expenditure and eligible project updates for the period commencing on 1 January 2022 and ending on the last day of the quarter to which the Quarterly Report relates. Projected Expenditure for the next quarter.
1–31 October 2022	1 January 2022– 30 June 2022	<b>Annual Report</b> Actual expenditure and eligible project updates from 1 July 2022 to 30 June 2022.
1–31 October 2022	1 July – 30 September 2022	Actual expenditure and eligible project updates for the period commencing on 1 January 2022 and ending on the last day of the quarter to which the Quarterly Report relates. Projected Expenditure for the next quarter.
1–31 January 2023	1 October – 31 December 2022	Actual expenditure for the period commencing on 1 January 2022 and ending on the last day of the quarter to which the Quarterly Report relates. Projected Expenditure for the next quarter.
1–30 April 2023	1 January – 31 March 2023	Actual expenditure for the period commencing on 1 January 2022 and ending on the last day of the quarter to which the Quarterly Report relates. Projected Expenditure for the next quarter.
1–31 October 2023	1 January 2022– 30 June 2023	<b>Annual Report</b> Actual expenditure and eligible project updates from 1 July 2022 to 30 June 2023.

The Department must be informed of any reporting delays or significant delays affecting Eligible Projects on an Approved Work Schedule as soon as Eligible Funding Recipients become aware of them.

### 11.2 Ad hoc Report

If an Eligible Funding Recipient has spent all of their First Instalment in advance of the lodgement period, they can submit an Ad hoc report to access a further instalment early. The submission of an Ad hoc report does not negate the requirement to submit Quarterly Reports or an Annual Report.

An Ad hoc report must be in the manner and form required by the Department and contain the following information:

- the amount of grant funding spent from 1 January 2022 until the date specified in the Ad Hoc Report;

- the amount of grant funding which the Eligible Funding Recipient intends to spend on Eligible Projects on an Approved Work Schedule following the report until 30 June 2023;
- details of progress towards completion of funded Projects; including any evidence required per the Grant Agreement; and
- council or contractor jobs supported by the grant funding.

### 11.2 Annual Report

Eligible Funding Recipients must provide the Department with Annual Reports no later than 31 October 2022 and 31 October 2023 unless otherwise agreed by the Department. The Annual Report will need to be in the manner and form specified by the Department. The Annual Report will need to include the following information:

1. Total amount of grant funding made available and subsequently received over the financial year;
2. Total amount of grant funding spent on Eligible Projects;
3. Total amount (if any) of grant money unspent and either returned or will be returned to the Department:
  - a) a written Financial Statement by the Chief Executive Officer or equivalent officer however named. The Financial Statement must be in the form specified by the Department and include:
    - i. the amount of Phase 3 grant payments which remained unspent from the financial year;
    - ii. the amount of Phase 3 grant payments received by the Eligible Funding Recipient in the financial year;
    - iii. the amount of grant payments available for expenditure by the Eligible Funding Recipient on Eligible Projects in an Approved Work Schedule in that year;
    - iv. the amount spent by the Eligible Funding Recipient during that year out of the grant payments available for expenditure by the Eligible Funding Recipient during that year;
    - v. the amount (if any) retained at the end of that year by the Eligible Funding Recipient out of grant payments available for expenditures by the Eligible Funding Recipient during that year and which remained unspent at the end of that year.

Note: The figures in the Chief Executive Officer's financial statement should be calculated on an accrual basis.
  - b) The Department may ask Eligible Funding Recipients to make a declaration that the grant funding was spent in accordance with the Grant Agreement and to report on any underspends of the grant money.

### 11.3 Audited financial statements

Eligible Funding Recipients are required to submit a report in writing and signed by an appropriate auditor providing the auditor's opinion on the use by Eligible Funding Recipients of proper accounts and records and preparation of financial statements.

In meeting this audit requirement, the Department requires that Eligible Funding Recipients also engage the auditor to consider the appropriateness of accounts and keeping of records that relates to any Phase 3 funding received during the financial period Financial Year 2021-22 or Financial Year 2022-23.

As part of the Annual Report process outlined in section 11.2 above, the Department requires that Eligible Funding Recipients submit a report in writing and signed by an appropriate auditor stating whether, in the auditor's opinion:

- i. the Chief Executive Officer's financial statement included with the Annual Report (refer section 11.3) is based on proper accounts and records;
- ii. the Chief Executive Officer's financial statement is in agreement with the accounts and records;
- iii. the expenditure has been on Eligible Projects under the LRCI Program;
- iv. the amount certified by the Chief Executive Officer in the Chief Executive Officer's financial statement as the Eligible Funding Recipient's own source expenditure is based on, and in agreement with, proper accounts and records.

#### 11.4 Acquittal process for Low Value Grants

For a Low Value Grant, the Eligible Funding Recipient can complete an Acquittal Report as soon as they have expended all funds. An Acquittal Report must include:

- (1) Total amount of grant funding made available and subsequently received over the calendar year;
- (2) Total amount of grant funding spent on Eligible Projects;
- (3) Total amount (if any) of grant money unspent and either returned or will be returned to the Department:
  - (a) a written Financial Statement by the Chief Executive Officer or equivalent officer however named. The Financial Statement must be in the form specified by the Department and include:
    - (i) the amount of grant payments which remained unspent from the grant period;
    - (ii) the amount of grant payments received by the Eligible Funding Recipient over the duration of the grant period;
    - (iii) the amount of grant payments available for expenditure by the Eligible Funding Recipient on Eligible Projects in an Approved Work Schedule over the duration of the grant period;
    - (iv) the amount spent by the Eligible Funding Recipient over the duration of the grant period;

Note: The figures in the Chief Executive Officer's financial statement should be calculated on an accrual basis.
- (4) photographs of projects completed using grant payments.

### 11.5 Reconciliation Process

If any amount of grant funding provided to the Eligible Funding Recipient is not spent on Eligible Projects on an Approved Work Schedule before 30 June 2023, the Department may require the Eligible Funding Recipient to repay that amount to the Department within four weeks of receiving such notice.

### 11.6 Compliance visits and Record Keeping

Eligible Funding Recipients must create and keep accurate and comprehensive records relating to grant payments received and retain those records for a minimum of five years.

Eligible Funding Recipients must, when requested to do so by the Department, provide, in the manner and form requested by the Department:

- copies of any or all of the records referred to in this subsection; and
- photographs (geo tagged if possible) of projects completed using grant payments.

The Department may visit the Eligible Funding Recipient during or at the completion of the grant program to review compliance with the Grant Agreement. Eligible Funding Recipients will be provided with reasonable notice of any compliance visit.

The Department may also inspect the records Eligible Funding Recipients are required to keep under the Grant Agreement.

### 11.7 Fraud

Eligible Funding Recipients must comply with fraud provisions in the Grant Agreement.

### 11.8 Specific legislation, policies and industry standards.

Eligible Funding Recipients must comply with all relevant laws and regulations in undertaking Eligible Projects on an Approved Work Schedule. The Eligible Funding Recipient may also be requested to demonstrate compliance with relevant legislation/policies/industry standards detailed in the Grant Agreement, including Environment and Planning Laws detailed below.

#### **Environment and Planning laws**

Projects on which grant payments are spent must adhere to Australian Government environment and heritage legislation including the *Environment Protection and Biodiversity Conservation Act 1999*. Construction cannot start unless the relevant obligations are met.

Eligible Funding Recipients must also meet other statutory requirements where relevant. These may include, but are not limited to: Native title legislation; State government legislation - for example, environment and heritage; and local government planning approvals.

## 12. How we monitor your grant activity

### 12.1 Keeping the Department informed

Eligible Funding Recipients must notify the Department of significant changes that are likely to affect an Eligible Project or their participation in the LRCI Program.

This includes any key changes to the Eligible Funding Recipient's organisation, particularly if it affects their ability to complete an Eligible Project, carry on their business and pay debts due.

Eligible Funding Recipients must also inform the Department of any changes to their:

- name;
- addresses;
- nominated contact details; or
- bank account details.

An Eligible Funding Recipient's bank account details for Phase 3 of the LRCI Program is the bank account the Eligible Funding Recipient currently uses for the LRCI Program. Any changes to an Eligible Funding Recipient's name, addresses, nominated contact details and bank account details must follow the process stipulated by the Department.

If an Eligible Funding Recipient becomes aware of a breach of terms and conditions of the Grant Agreement, or they cannot meet their obligations, they must contact the Department immediately. For example, if a funded Eligible Project is at risk of not being physically completed by 30 June 2023.

## 12.2 Department Contact Details

Email the mailbox at: [LRCIP@infrastructure.gov.au](mailto:LRCIP@infrastructure.gov.au)

Mail to: Program Manager

Local Roads and Community Infrastructure Program

Infrastructure Investment Division

Department of Infrastructure, Transport, Regional Development and Communications

GPO Box 2154

CANBERRA ACT 2601

## 12.3 Evaluation

The Department will evaluate the LRCI Program to measure how well the outcomes and objectives have been achieved. Information provided by Eligible Funding Recipients, including through Work Schedules, submitted Quarterly and Ad hoc reports, and interviews may be used for evaluation purposes.

The Department may contact Eligible Funding Recipients up to two years after completion of projects to assist with this evaluation.

## 12.4 Public information conditions

Formal public statements, media releases or statements, displays, publications and advertising made by Eligible Funding Recipients must acknowledge and give appropriate recognition to the contribution of the Australian Government to that project.

If Eligible Funding Recipients propose to issue any media release relating to an Eligible Project under Phase 3 of the LRCI Program, they must:

- Invite the relevant local Federal Member of Parliament to participate in the public information activity; and
- at least five business days prior to its proposed release, unless otherwise agreed by the Department, provide a copy of the proposed media release to the Department and obtain the Department's agreement to the media release.

## 12.5 Signage

Eligible Funding Recipients must ensure that signs are erected for each funded Eligible Project, at the time work on the Eligible Project commences unless the Eligible Projects are less than \$10,000. Signs are not needed for projects under \$10,000 in an Approved Work Schedule.

Signage guidelines are available on the Department's website.

Eligible Funding Recipients must ensure that all signs erected as required by these Guidelines remain in place for the duration of the project to which they relate and for a minimum period of six months, after the day on which the project is completed.

## 12.6 Project Events

If an Eligible Funding Recipient proposes to hold a works commencement ceremony, opening ceremony, or any other event in relation to an Eligible Project they must inform the Department and the relevant local Federal Member of Parliament of the proposed ceremony or event at least two weeks before the proposed ceremony or event is to be held. The Eligible Funding Recipient should provide details of the proposed ceremony or event, including proposed invitees and order of proceedings.

If requested by the Department or the relevant local Federal Member of Parliament, Eligible Funding Recipients must arrange a joint Australian Government/Eligible Funding Recipient works commencement ceremony, opening ceremony or any other event.

If requested by the Minister, a member of the Minister's staff, the relevant local Federal Member of Parliament, or the Department, Eligible Funding Recipients must invite and, if the invitation is accepted, arrange for an Australian Government representative (nominated by the Minister or a member of the Minister's staff) to participate in any works commencement ceremony, opening ceremony or any other event proposed to be held in relation to a funded project.

## 13. Probity

The Australian Government will make sure that the grant opportunity process is fair; conducted according to the published Guidelines; incorporates appropriate safeguards against fraud, unlawful activities and other inappropriate conduct; and, is consistent with the CGRGs.

These Guidelines may be changed from time-to-time by the Department. In the event of a change to the Guidelines, the revised Guidelines will be published on GrantConnect and the Department's website.

### 13.1 Enquiries and feedback

For further information or clarification, the Department can be contacted at [LRCIP@infrastructure.gov.au](mailto:LRCIP@infrastructure.gov.au).

Frequently Asked Questions may be published at [https://investment.infrastructure.gov.au/infrastructure\\_investment/local-roads-community-infrastructure-program/index.aspx](https://investment.infrastructure.gov.au/infrastructure_investment/local-roads-community-infrastructure-program/index.aspx)

To provide feedback or to make a complaint; the Department can be contacted at [Clientservice@infrastructure.gov.au](mailto:Clientservice@infrastructure.gov.au). Complaints will be referred to the appropriate manager.

Alternatively, complaints can be directed to:

Assistant Secretary  
Program, Policy and Budget Branch  
GPO Box 2013  
CANBERRA ACT 2601

If persons do not agree with the way the Department has handled your complaint, you may complain to the Commonwealth Ombudsman. The Ombudsman will not usually look into a complaint unless the matter has first been raised directly with the Department.

The Commonwealth Ombudsman can be contacted on:

Phone (toll free): 1300 362 072

Email: [ombudsman@ombudsman.gov.au](mailto:ombudsman@ombudsman.gov.au)

Website: [www.ombudsman.gov.au](http://www.ombudsman.gov.au)

### 13.2 Conflicts of interest

Any conflicts of interest could affect the performance of the grant opportunity or program.

Eligible Funding Recipients must disclose if any of their personnel:

- has a relationship with or interest in, an organisation, which is likely to interfere with or restrict them/the Eligible Funding Recipient from carrying out the proposed activities and/or implementing the Work Schedule fairly and independently; or
- has a relationship with, or interest in, an organisation from which may be awarded work in relation to a Eligible Project or is otherwise be involved on the implementation of the Work Schedule.

An Eligible Funding Recipient must include the following information in the Work Schedule:

- any details of any real, apparent, or potential conflicts of interests that may arise in relation to the Eligible Projects or the program;
- details of how they propose to manage these or any other conflicts of interest that may arise; or
- that to the best of their knowledge there are no conflicts of interest.

If an Eligible Funding Recipient later identifies an actual, apparent, or perceived conflict of interest, they must inform the Department in writing immediately.

### 13.3 How we manage conflicts of interest

Conflicts of interest for Australian Government staff will be handled as set out in the [Australian Public Service Code of Conduct \(Section 13 \(7\)\)](#) of the [Public Service Act 1999](#). Australian Government officials including decision makers, must also declare any conflicts of interest.

Conflict of interest requirements form part of the Grant Agreement. Breach of conflict of interest requirements may result in termination of the Grant Agreement.

### 13.4 Privacy

The Department treats personal information according to the [Privacy Act 1988](#) and the [Australian Privacy Principles](#). This includes advising:

- what personal information is collected;
- why personal information is collected; and
- who personal information is given to.

Personal information can only be disclosed to someone for the primary purpose for which it was collected, unless an exemption applies.

The Australian Government may also use and disclose information about Eligible Funding Recipients under this grant opportunity in any other Australian Government business or function. This includes disclosing grant information on GrantConnect as required for reporting purposes and giving information to the Australian Taxation Office for compliance purposes.

The Department may share information it is provided with other Australian Government entities for purposes including government administration, research or service delivery, according to Australian laws.

Eligible Funding Recipients must declare their ability to comply with the [Privacy Act 1988](#) and the Australian Privacy Principles and impose the same privacy obligations on officers, employees, agents and subcontractors that Eligible Funding Recipients engage to assist with the activity, in respect of personal information collected, used, stored, or disclosed in connection with the activity. Accordingly, Eligible Funding Recipients must not do anything, which if done by the Department would breach an Australian Privacy Principle as defined in the Act.

### 13.5 Confidential Information

Other than information available in the public domain, Eligible Funding Recipients agree not to disclose to any person, other than to the Department, any confidential information unless in accordance with these Guidelines or the Grant Agreement. The obligation will not be breached where required by law, Parliament, or a stock exchange to disclose the relevant information or where the relevant information is publicly available (other than through breach of a confidentiality or non-disclosure obligation).

The Department may at any time, require Eligible Funding Recipients to arrange for their employees, agents or subcontractors to give a written undertaking relating to nondisclosure of our confidential information in a form the Department considers acceptable.

The Department will keep any information in connection with the grant agreement confidential to the extent that it meets all the three conditions below:

- information is clearly identified as confidential and it has been explained why it should be treated as confidential;
- the information is commercially sensitive; and
- revealing the information would cause unreasonable harm to the Eligible Funding Recipient or someone else.

The Department will not be in breach of any confidentiality agreement if the information is disclosed to:

- the Minister and other Australian Government employees and contractors to help the Department manage the program effectively;
- employees and contractors of the Department so it can research, assess, monitor and analyse our programs and activities;
- employees and contractors of other Australian Government agencies for any purposes, including government administration, research or service delivery;
- other Australian Government, State, Territory or local government agencies in program reports and consultations;
- the Auditor-General, Ombudsman or Privacy Commissioner;
- the responsible Minister or Parliamentary Secretary; and
- a House or a Committee of the Australian Parliament.

The grant agreement may also include any specific requirements about special categories of information collected, created or held under the grant agreement.

### 13.6 Freedom of information

All documents in the possession of the Australian Government, including those about this grant opportunity, are subject to the [\*Freedom of Information Act 1982\*](#) (FOI Act).

The purpose of the FOI Act is to give members of the public rights of access to information held by the Australian Government and its entities. Under the FOI Act, members of the public can seek access to documents held by the Australian Government. This right of access is limited only by the exceptions and exemptions necessary to protect essential public interests and private and business affairs of persons in respect of whom the information relates.

All Freedom of Information requests must be referred to the Freedom of Information Coordinator in writing.

Freedom of Information Coordinator  
Department of Infrastructure, Transport, Regional Development and Communications  
GPO Box 2154  
CANBERRA ACT 2601

Tel: (02) 6274 7111  
Fax: (02) 6275 1347  
email: [foi@infrastructure.gov.au](mailto:foi@infrastructure.gov.au)

## 14. Consultation

The Australian Government sought assistance from local councils to identify potential projects that could be fast-tracked given the economic impacts being experienced from the COVID-19 pandemic. Projects nominated by councils have informed the scope of the LRCI Program. These Guidelines have also been influenced by engagement with local councils, feedback provided, and administrative improvements identified during Phase 1 and Phase 2.

## 15. Glossary

Term	Definition
accountable authority	see subsection 12(2) of the <i>Public Governance, Performance and Accountability Act 2013</i> (PGPA Act)
administering entity	when an entity that is not responsible for the policy, is responsible for the administration of part or all of the grant administration processes
appropriate auditor	has the meaning provided in the <i>National Land Transport Act 2014</i> Section 4 - Definitions
commencement date	the expected start date for the grant activity
completion date	the expected end date for the grant activity
Commonwealth Grants Rules and Guidelines (CGRGs)	establish the overarching Commonwealth grants policy framework and articulate the expectations for all non-corporate Commonwealth entities in relation to grants administration. Under this overarching framework, non-corporate Commonwealth entities undertake grants administration based on the mandatory requirements and key principles of grants administration
eligibility criteria	refer to the mandatory criteria which must be met to qualify for a grant.
Eligible Funding Recipient	the organisation that is eligible to receive funding under the LRCI Program
Eligible Project	A project that meets the Eligible Project Requirements contained in section 5 of these Guidelines
Eligible Project Requirements	The Eligible Project Requirements are the requirements contained in section 5 of these Guidelines

Term	Definition
grant	for the purposes of the CGRGs, a 'grant' is an arrangement for the provision of financial assistance by the Commonwealth or on behalf of the Commonwealth: <ul style="list-style-type: none"> <li>a. under which relevant money<sup>2</sup> or other Consolidated Revenue Fund (CRF) money<sup>3</sup> is to be paid to a grantee other than the Commonwealth; and</li> <li>b. which is intended to help address one or more of the Australian Government's policy outcomes while assisting the grantee achieve its objectives</li> </ul>
Grant Agreement	sets out the relationship between the parties to the agreement, and specifies the details of the grant
<a href="#">GrantConnect</a>	is the Australian Government's whole-of-government grants information system, which centralises the publication and reporting of Commonwealth grants in accordance with the CGRGs
Capital Expenditure	the money an Eligible Funding Recipient spends on purchasing and maintaining fixed assets, i.e. infrastructure, roads etc
Maintaining Overall Capital Expenditure	maintaining your overall capital spending amount, funded by your own revenue, at or above current levels, on roads and community infrastructure.
Personal information	has the same meaning as in the <i>Privacy Act 1988</i> (Cth) which is: <ul style="list-style-type: none"> <li>• Information or an opinion about an identified individual, or an individual who is reasonably identifiable;</li> <li>• whether the information or opinion is true or not; and</li> <li>• whether the information or opinion is recorded in a material form or not</li> </ul>
Approved Work Schedule	the Work Schedule that outlines Eligible Projects that the Eligible Funding Recipient can use grant money to pay for.
Work Schedule	a list of projects that an Eligible Funding Recipient proposes to be funded under the LRCI Program

<sup>2</sup> Relevant money is defined in the PGPA Act. See section 8, Dictionary.

<sup>3</sup> Other CRF money is defined in the PGPA Act. See section 105, Rules in relation to other CRF money.

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# NSW Rail Trails Framework

June 2022



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### Acknowledgements

The Department would like to acknowledge and thank the stakeholders that have provided input during the development of this document.

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## Introduction

### What is a Rail Trail?

Rail Trails are tracks that are mainly used for walking or cycling and are either partly or entirely built on a disused rail corridor. A Rail Trail is preferably developed on –or closely follows– the path of a former railway line for most of its length.

All disused rail land in NSW remains an open transport corridor. Even if a train has not been used on the line for decades, disused lines are generally left in place.

The lead agency for Rail Trails in NSW is the Department of Regional NSW (DRNSW) assisted by Transport for NSW.

### Why is a Rail Trails Framework needed?

Around Australia and internationally, disused rail corridors are being repurposed as Rail Trails, which are predominantly used for hiking and cycling through regional areas. An evaluation of two pilot Rail Trail projects in NSW (the 21km Tumbarumba to Rosewood Rail Trail and the Tweed section of the Northern Rivers Rail Trail) found Rail Trails deliver important community benefits before and after construction (noting the Tweed project was yet to commence construction at the time of evaluation). These benefits include strengthening and connecting communities, creating jobs, stimulating business and boosting tourism, providing recreational infrastructure and contributing to environmental preservation and management.

The NSW Government supports the development of Rail Trails where there is demonstrated community support, where environmental impacts have been considered, and where a viable business model is in place. With two pilot projects underway and the potential for future projects across NSW, a detailed and consistent NSW Rail Trails Framework is needed to provide clear guidance on the establishment of NSW Rail Trail projects that leverage identified benefits.

*“It will be important that the delivery of future Rail Trails in NSW is well supported and respond to the growing momentum in the State for the creation of a broader network of connected Rail Trails. These types of projects have the potential to link towns and contribute significantly to the social and economic capital of regional towns in NSW.”*

**Rail Trails for NSW Evaluation, NSF Consulting, 2021**

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## Framework purpose

The NSW Rail Trails Framework (the Framework) will expedite the development of Rail Trails across NSW by clarifying the proposal and approval process, as well as providing guidance for general Rail Trail operation and maintenance.

The Framework aims to provide Rail Trail project proponents with clarity around the NSW Government's expectations at various stages in the establishment of a new Rail Trail, and to clearly outline NSW Government criteria in determining the viability of a Rail Trail.

### The Framework aims to:

- provide guidance for Rail Trail proponents seeking to secure NSW Government support for a new Rail Trail
- outline clearly and transparently how the NSW Government determines whether a Rail Trail project is viable
- support the planning and delivery of additional Rail Trails across NSW, with a focus on delivering the best outcomes for communities
- provide a clear and transparent approach for the NSW Government to consider Rail Trail proposals during the funding application assessment, legislative amendment, and/or lease intent processes
- identify best practice approaches to the development of Rail Trails, including a recommended approach to community consultation, legislative changes, construction methods and operational models
- support improved timeframes and efficiency of the legislative process required to open a Rail Trail.



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# Why the NSW Government supports Rail Trails

Rail Trails have multiple benefits for a broad range of the population. The development of Rail Trails strategically aligns with a range of NSW and Commonwealth Government strategies and plans, including promoting community engagement in planning and decision-making and supporting bushfire recovery, community resilience, regional economic growth, healthy ageing, place-based design, and community infrastructure delivery.

## Promoting community resilience and social connection

Rail Trails strengthen and connect communities and can help improve social cohesion, including during challenging times.

### Rail Trails:

- build community capacity through the formation of community groups that advocate for Rail Trails and participate in the construction and ongoing management of the trails
- build resilience and the ability to respond to challenges, such as recovery from bushfires and other emergencies and disasters
- enhance village and community life by converting rail lines into public spaces for local recreation and socialising
- foster inclusion and community engagement opportunities that promote long-term stewardship and social advocacy
- offer intergenerational experiences for children, young people, and the elderly by appealing to diverse age groups of the community
- reduce social isolation, particularly among older residents. A survey by the Snowy Valleys Council and usage counter data shows that the Tumbarumba to Rosewood Rail Trail appeals to people of all ages. Those over 65 years of age were most likely to return to the region to use the Rail Trail (they returned, on average, 8.8 times over a 12-month period from April 2020). The Rail Trail is used by groups of elderly people, who either walk or use mobility vehicles. According to a local Men's Shed, the Rail Trail brings together older residents who visit in friendship or family groups.

There is also evidence from previous studies that small regional towns experience greater recovery from disaster when significant recovery projects involved community collaboration.<sup>1</sup>

<sup>1</sup>Evaluation of Arts Victoria's Black Saturday Bushfires Initiatives, 2011



### Case study: Tumbarumba Men's Shed

Volunteers from the Tumbarumba Men's Shed worked on the restoration of the Rosewood Station platform. The President of the Tumbarumba Men's Shed said:

"Some of these people feel undervalued by the community and can't contribute. If you give them something to contribute, it turns them around overnight. The Rail Trail did that."

*"Our region is in the very early stages of healing and recovery after the recent 2020 Black Summer bushfire disaster, so the completion of the Tumbarumba to Rosewood Rail Trail is a boon for Tumbarumba and Rosewood and a credit to all those who have worked so hard for so long to make it a reality."*

**Councillor James Hayes, Mayor of Snowy Valleys Council, February 2021**

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## Supporting economic development and tourism

Rail Trails often become nationally significant experiences, drawing visitors from interstate and international markets. Trails such as Murray to the Mountains (Victoria), Riesling Rail Trail (South Australia), Brisbane Valley Rail Trail (Queensland) and Otago Central Rail Trail (New Zealand) have become popular destinations for cycling enthusiasts worldwide.

The evaluation of the Tumbarumba to Rosewood Rail Trail found host towns consider it an important community project and a unique type of recreational land. The pilot Rail Trail has proven very popular, with an estimated 15,000 visits (as of May 2021) since its opening in June 2020. Snowy Valleys Council survey and counter data from 2021 shows for almost half the visitors (48 per cent), this was their first visit to the Rail Trail. Just over half (52 per cent), were on a return visit (return visitors, on average, used the Rail Trail five times). Almost all users (89 per cent) said they were either “very likely” or “quite likely” to visit the region again to use the Rail Trail.

### In addition, Rail Trails:

- contribute to the local economy by attracting visitor expenditure and prompting extra spend by locals. The *Rail Trails for NSW Evaluation* found that spend in the Tumbarumba region increased by 20 per cent following the Rail Trail's opening, outperforming the broader Snowy Valleys region and NSW as a whole. In that time, discretionary spending increased by 55 per cent and spending on consumer staples increased by 14 per cent, mostly likely from visitors staying in town
- create training opportunities and jobs via maintenance and building work. Rail Trails also stimulate the local economy by providing a public amenity around which businesses, such as tour operators, event organisers and retailers, can leverage increased visitation. An assessment of the Rail Trail between Launceston and Billycock Hill in Tasmania found the economic impact five years post-construction will amount to \$6.8 million annually and will create 40 new jobs. This benefit increases to \$11.2 million annually after 15 years<sup>2</sup>
- increase opportunities for public and private sector partnerships that inject further investment into local and regional economies.



### Case study: Murwillumbah Cycles

(source: Rail Trails for NSW Evaluation, NSF Consulting, 2021)

Manager and Co owner of Murwillumbah Cycles, Rachel Dorig, has been busy preparing her business for the impact of the Murwillumbah to Crabbes Creek section of the Northern Rivers Rail Trail.

Originally located in the town centre of Murwillumbah, her bicycle hire shop was going well. But she wanted to prepare for when the Rail Trail was operational and be right amongst it. Eight weeks ago she relocated her business to the very start of the future Rail Trail; right on Murwillumbah station in the former visitors centre. Rachel could see the benefit of being located right at the spot where cyclists would be setting off on the trail. They will hire a bicycle from her and set off.

Moving from the busy town centre location to the currently quiet station platform was a risk. But Rachel is preparing for increased visitation and a positive impact on her business.

<sup>2</sup> North East Rail Trail - Preliminary Demand and Economic Benefit Assessment, 2014

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### Protecting environmental, cultural and heritage assets

Rail Trails provide a long, continuous natural recreation corridor, offering improved accessibility for environmental management and maintenance, as well as the rehabilitation of native vegetation.

#### In addition, Rail Trails:

- are overseen by land managers, maintenance staff and volunteers. Land that might otherwise be neglected is cared for and may be restored to a more natural state
- provide opportunities for cultural immersion and the development of environmental and cultural experiences and custodians
- present unique opportunities for public education. Appropriate on and off-trail interpretation and user information can highlight unique environmental, cultural and historical points of interest linked to the trail and the landscapes it travels through
- deliver broader environmental benefits through increased walking and cycling, reducing motor vehicle usage. Trees planted on Rail Trails assist with carbon capture and may be used as biodiversity offsets
- preserve the rail corridor and heritage infrastructure for future generations
- provide an opportunity for the activation and adaptive reuse of vacant or unused heritage and culturally significant rail assets (via lease agreements), including train stations, platforms, buildings and other railway infrastructure.



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## Improving health through active transport

Rail Trails are important recreational assets in regional areas and support population growth, health and wellbeing by providing active transport routes for all ages. Communities encouraging physical activity by using Rail Trails may see a significant effect on public health and wellness, including a reduction in the obesity rate and the impact on local health services.

### In addition, Rail Trails:

- are inclusive. Built on railway lines, Rail Trails often avoid steep grades by contouring around hills, through cuttings and over bridges. The lack of steep terrain makes them accessible for many in the community
- connect townships and communities. With more people moving to rural areas for work and lifestyle benefits<sup>3</sup>, having safe, off-road pathways giving access to the townships where people work, shop and socialise has never been more important. There is potential with the adaptive reuse of disused rail corridors to connect Rail Trails and form a continuous network through NSW regions and connect residents to local public transport opportunities
- are a convenient option for commuters. Interviews with Rail Trail managers from New Zealand indicated Rail Trails within a 5km radius of town centres were regularly used by residents to travel to school, shops and other daily activities
- provide a safe corridor for cyclists and pedestrians. Rail Trails are typically off-road and routed away from busy traffic thoroughfares.



### Case study: Intergenerational travel

Older and younger cyclists use the Tumbarumba to Rosewood Rail Trail to travel between local centres, services and home (source: <https://www.instagram.com/tumbarumbarailtrail>)

<sup>3</sup> Research from the Regional Movers Index (RAI and Commonwealth Bank) showed that as of 30 September 2021, the overall population flow from capital cities to regional areas increased by 3 percent over the previous 12-month period.

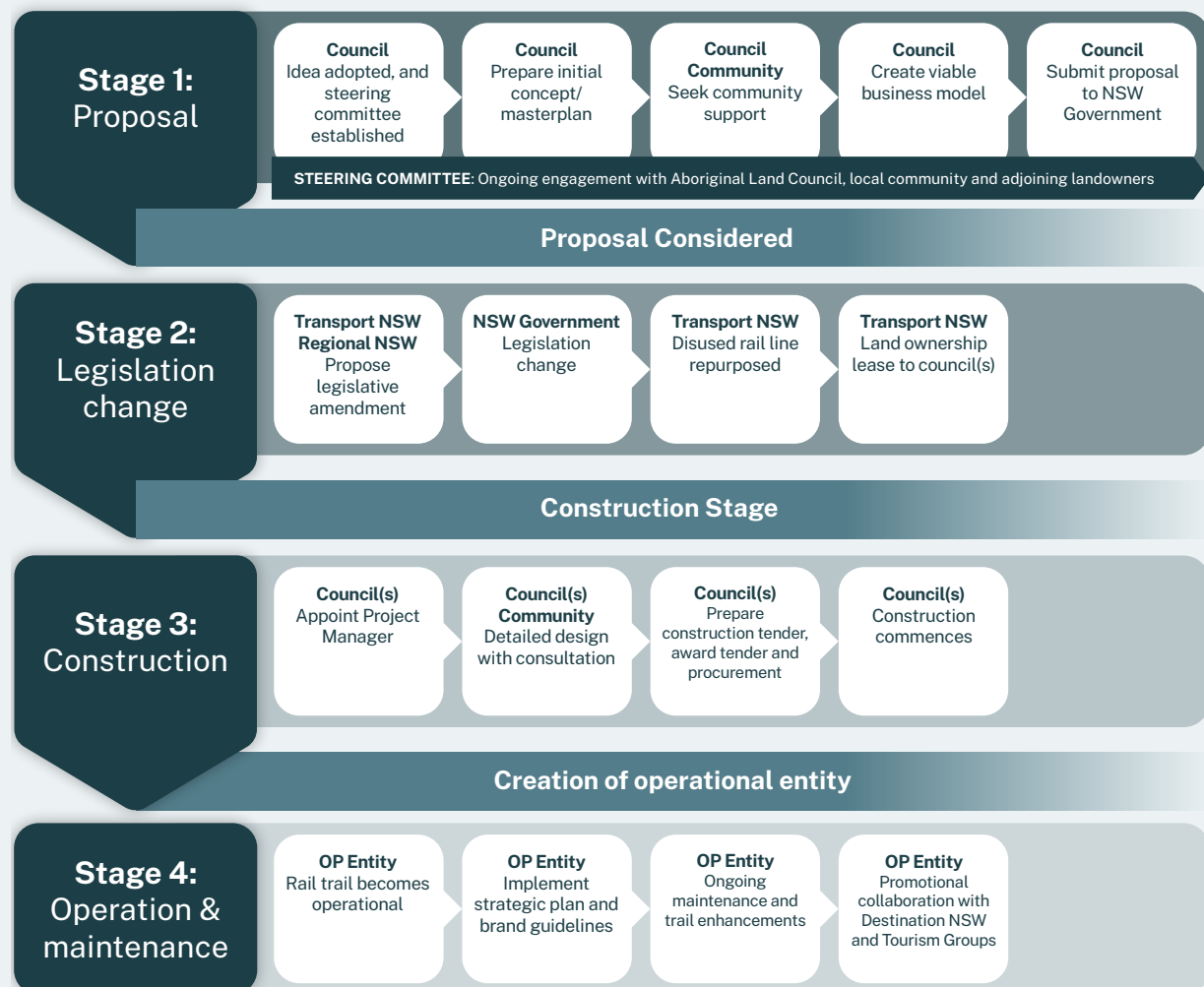
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# Process for establishing a Rail Trail

There are four stages to guide the establishment of a Rail Trail, from the initial idea, to approval, legislative changes, construction and ongoing operations and maintenance.



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# Proposing a Rail Trail

## Idea generation

The idea for a new Rail Trail may be generated by an individual, community group, local council(s) or other government agency. Individuals and community groups who propose a Rail Trail idea must work with their local council(s) as the lead group to progress a new Rail Trail in NSW. The proposed Rail Trail may cover more than one local government area (LGA) and can require collaboration between neighbouring councils and community groups.

While the idea for a new Rail Trail can be generated by anyone, applications submitted to a suitable NSW Government funding program and decisions on repurposing a disused rail corridor will only be considered if the application is led and endorsed by a local council or multiple councils (where a Rail Trail route crosses more than one LGA).

## Establishing project governance

Once a Rail Trail idea has support from the local community and the relevant council(s), a working group or committee should be established to progress the proposal. Feedback with Rail Trail operators in NSW (as identified in the *Rail Trail for NSW Evaluation* report, NSF Consulting June 2022) indicated a successful Rail Trail often includes the establishment of a steering committee or working group to progress the Rail Trail proposal and work towards addressing the NSW Government essential criteria detailed below. Setting up a steering committee or working group with key community stakeholders can foster a sense of community ownership of the project and ensure the end design meets the needs of the community and stakeholders.

The relevant council(s) should lead and coordinate a Rail Trail proposal including managing the steering group and acting as a central point of contact for all enquiries from community members and stakeholders.

## Preparing a proposal to meet the essential criteria

The applicant must prepare a proposal providing evidence of how it responds to three essential criteria. These criteria must be addressed before a proposal is either submitted to a suitable NSW Government funding program or for the proposed repurposing of a rail corridor.

### The essential criteria that must be addressed in a Rail Trail proposal are:

1. There must be demonstrated community support for the Rail Trail.
2. There must be evidence of a viable and sustainable business model.
3. Issues relating to environmental impacts including biosecurity must be addressed.

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# Criteria 1: Demonstrated community support

The proposal must show clear evidence of community support for the Rail Trail project. This can be a council resolution demonstrating evidence of support through community engagement, or through the inclusion of a priority or action as part of the suite of a council(s) Integrated Planning and Reporting (IP&R) documents.

Preparing a Consultation Plan detailing how the community and stakeholders will be consulted throughout the development of the proposal can also contribute to the operating entity's evidence of community support.

Proponents should engage with their local Member of Parliament and may include letters of support as further evidence of community support.

## Operational guidance: What is a Consultation Plan?

A Consultation Plan can enable a successful community engagement process when seeking community support for a Rail Trail proposal. A Consultation Plan identifies the objective of consultation activities, stakeholder groups to be consulted and the reason for doing so, consultation methods to be used, and a program for consultation events and activities. Investing time into understanding varying stakeholder needs and clearly communicating project information, including what can be negotiated and how decisions are made, can safeguard the process and help build demonstrated support for the proposal.

### A Consultation Plan should:

- ✓ identify the purpose of the consultation and include consultation stages, tools and timeframes. It should consider project risks from the outset, including the potential for negative community sentiment and how to manage this through clear and strategic communications and project goals. For example, risks that emerged in the development of the Northern Rivers Rail Trail include local opposition to closing the rail lines, where some community members had hoped operational trains would one day return. For Tumbarumba to Rosewood, there was concern about the potential loss of the tracks' heritage value and the loss of privacy or access rights for owners of adjoining rural land

- ✓ identify stakeholder groups to be consulted and their level of risk and influence. Stakeholder groups will vary according to the location of the Rail Trail but generally include the community in the local government area and those most likely to be impacted, such as neighbouring landowners, NSW Government agencies including Local Land Services, First Nations groups including Aboriginal Land Councils, NSW Farmers Federation, local businesses and services, community organisations and cultural and heritage groups
- ✓ provide a range of ways for groups to provide feedback and assist with decision-making, including surveys, interviews, meetings, and community workshops. This could include a range of online and face to-face activities
- ✓ identify a clear and consistent decision-making framework, detailed project messaging and Frequently Asked Questions including local benefits, successful case studies, and project aspirations
- ✓ outline communication channels where stakeholders can seek more information or talk to a central point of contact (this would likely be the Project Manager)
- ✓ include visual tools for use in consultation, such as concept plans. This helps the community understand what a Rail Trail is, where it will be located, what it might look like and its uses, as well as guiding discussions with neighbouring landowners and businesses. One of the lessons learned in the development of the Northern Rivers Rail Trail was the value of having a high-level concept masterplan developed ahead of community consultation.

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## Criteria 2: Evidence of a viable business model

The applicant must prepare a feasibility study demonstrating the Rail Trail project has a viable and sustainable business model.

### The feasibility study should include, at a minimum:

- ✓ pre-construction costs and funding, including project management, masterplan and design documentation costs
- ✓ construction costs and funding, including staged delivery
- ✓ post-construction management, operating, marketing, and maintenance costs and funding.

The NSW or Commonwealth Government may require a cost-benefit analysis as part of the feasibility study to show the direct and indirect short, medium and long-term economic benefits of the Rail Trail through tourism and business growth. In some instances where the proponent has applied for funding through a suitable NSW Government grant program, the NSW Government may undertake this analysis as part of its assessment of the funding application. Where this is the case, this will be documented in the program guidelines of the relevant funding program.

As the project proponent, the local council(s) business model will need to comply with the Capital Expenditure Review process under the *Local Government Act 1993*, Integrated Planning and Reporting requirements and when successful, any general grant agreement provisions. The Rail Trail project should also be included in the long-term financial plan of the council(s).

In their proposal, the applicant should consider all potential costs from idea generation to ongoing operation and maintenance post construction including, but not limited to:

- ✓ pre-construction: Rail Trail Project Manager, feasibility study/cost-benefit analysis, masterplan (high-level concept), strategic plan including a risk assessment, environmental, heritage and other assessments, remediation of potential land contamination sites and community consultation activities and events
- ✓ construction: Rail Trail Project Manager, detailed design documentation, construction tender, labour and procurement, and construction cost per kilometre
- ✓ post-construction: Rail Trail Project Manager, strategic/management plans, annual upkeep and maintenance cost per kilometre, public relations, brand management and marketing, Rail Trail promotional and volunteer events, finance, forecasting and fundraising, and insurance.

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## Criteria 3: Address potential environmental impacts

The council(s) proposing the new Rail Trail must address any environmental, heritage and cultural impacts that may result from the Rail Trail proposal, such as biosecurity concerns. This includes impacts identified through planning controls, Environment Impact Statement (EIS) findings such as contamination, and issues raised through the Rail Trail community consultation process.

During the community consultation process, owners of land adjacent to a proposed Rail Trail may raise concerns about biosecurity, animal welfare and other environmental impacts. For example, several issues were raised in the consultation process for the Tumbarumba to Rosewood Rail Trail relating to animal welfare, including the risk of sheep being chased by dogs, cows being scared by cyclists and the need for livestock to safely cross the Rail Trail to access water. A council proposing a Rail Trail is encouraged to work in partnership with Local Land Services to establish a system allowing landowners to confidentially discuss any concerns such as security risks, crime or loss of privacy.

Other heritage, social or cultural groups may also raise concerns around environmental impacts. It's also possible Aboriginal middens or an endemic endangered plant species could be found on the proposed Rail Trail. If this is the case, their protection must be planned for and addressed in an Environment Impact Statement. Once concerns have been identified, mitigation measures should be incorporated into the Rail Trail proposal and concept, and detailed designs and communicated with landowners.

## Additional NSW Government consultation

In addition to the community consultation process completed by the applicant to demonstrate community support, the NSW Government may choose to undertake an additional independently facilitated community consultation session. This may be required in instances where the NSW Government considers that further information is required to determine the degree of community support; to explain the role and responsibilities of the NSW Government in a Rail Trail project; and/or to respond to questions from the community and stakeholders about the project.

This community consultation session may help inform a decision (together with an applicants' proposal) on whether the NSW Government will provide support for the proposal.

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# Legislative change and Rail Trail ownership

## Requirements for legislative change

All Rail Trail projects require an amendment to the *Transport Administration Act 1988* to allow for the removal of railway tracks and other works for the purpose of a Rail Trail. The amendment will ensure the rail corridor remains in public ownership. Transport for NSW will ensure land is available for transport purposes if required in the future.

Repurposing a non-operational rail corridor to a Rail Trail can only occur once the project has met NSW Government requirements and funding has been secured. The process of amending the legislation can take up to six months.



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## Leasing the land to the operational entity

Transport Asset Holding Entity of NSW (TAHE) will continue to own the land on which future Rail Trails are located. TAHE as the landowner will lease the land to the local council for construction, operation ownership and maintenance of the Rail Trail asset for a nominal fee, with a lease length of up to 30 years. TAHE will retain ownership of the land for the following reasons:

- no land title change is required
- Rail Trails continue to be permissible and without development consent (pending the land zones) if undertaken by or on behalf of a council(s), while under NSW Government ownership
- it provides greater certainty for project proponents that decisions relating to the Rail Trail will be prioritised
- it ensures the land is retained for use as a continuous transport corridor if the Rail Trail needs to be decommissioned in the future
- it reduces the potential for time delays with the transfer of ownership to another NSW Government entity, such as Crown Lands
- it ensures minimal constraints on commercial opportunities and place activation along the Rail Trail. If ownership were transferred to Crown Lands, limited commercial activity would be permitted. Rail Trail operators across Australia and internationally have highlighted the importance of fundraising through commercial uses and place activation to support the ongoing operation and maintenance of Rail Trails.

## Existing asset ownership

Existing assets, such as buildings along the rail corridor, will either be retained by the NSW Government or transferred to the applicant. This will be determined on a project-by-project basis through the identification of an asset register and agreement on items the NSW Government needs to retain, and those assets along the rail corridor that might be utilised or disposed of. Existing assets retained by the NSW Government but needed for the operation of the Rail Trail may also be the subject of the lease agreement.

## New Rail Trail asset ownership

New assets built by the operational entity (as lessee) as part of the Rail Trail project will be owned by the lessee. However, should the lease on the land not be renewed at the end of the period, the lessee would need to 'make good'. Make good provisions would not entail reinstating the rail line but may include removing anything built as part of the project or reaching agreement with the lessor to 'leave as is'.

## Rail Trail land use definition

Rail Trails are not defined in the *Standard Instrument (Local Environmental Plans) Order 2006 (Standard Instrument Order)*. However, Rail Trails are permissible under the Standard Instrument as the definition of 'road infrastructure facilities' includes 'road related areas' as defined under the *Roads Transport Act 2013 (NSW)* and a 'road related area' includes an area that is open to the public and is designated for use by cyclists.

## Rail Trail land use zoning

The land a Rail Trail is constructed on is zoned in accordance with its surrounding uses. While some zoning is a natural fit for a Rail Trail, for example RU2 – Rural Landscape, other zones such as B5 – Business Development are not.

Applicable land use zones along a Rail Trail should be identified during the mapping and design phase as the zones have a bearing on a Rail Trail's planning approval pathway.

Pending the land use zone(s) of a Rail Trail, development carried out by or on behalf of a local council(s) for the purposes of the construction and use of a Rail Trail is permissible without development consent under cl. 94 (1) of the *State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)*.

Where development by the council(s) is permitted without development consent, an EIS will need to be undertaken under Division 5.1 of Part 5 of the *Environmental Planning and Assessment Act 1979 (NSW) (Planning Act)*. The lessor will also be a determining authority and will need to consider any EIS documents.

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# Rail Trail planning pathways

The planning approval pathway for Rail Trails will need to be assessed on a case-by case basis, as the correct pathway will depend on the planning instruments and zones that apply, and the different physical and environmental aspects of each Rail Trail corridor.

As a general guide to a council(s) as a starting point for a planning assessment, the planning pathway for Rail Trails may be separated between:

- construction and use of the Rail Trail for pedestrians and cyclists, and
- tourism and commercial development within the Rail Trail corridor that will complement the Rail Trail use.

Along a disused rail corridor there will also typically be former stations and rail-related buildings with either local or State heritage significance. Such heritage listings entail additional planning requirements and considerations.

The following flowcharts provide general guidance only. Council(s) will need to consider each development and may need to obtain their own advice on a case-by case basis.

## Planning pathway to construct and use a Rail Trail for pedestrians and cyclists

Figure 1 provides a flowchart of the planning pathway for the construction and use of a Rail Trail for pedestrians and cyclists. Unless certain exceptions apply, (as identified in the flowchart), the development will be able to be carried out without development consent under cl94(1) of the *State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)*. This means a council(s) will be able to proceed after complying with the environmental assessment requirements under Division 5.1 of Part 5 of the *Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act)*.



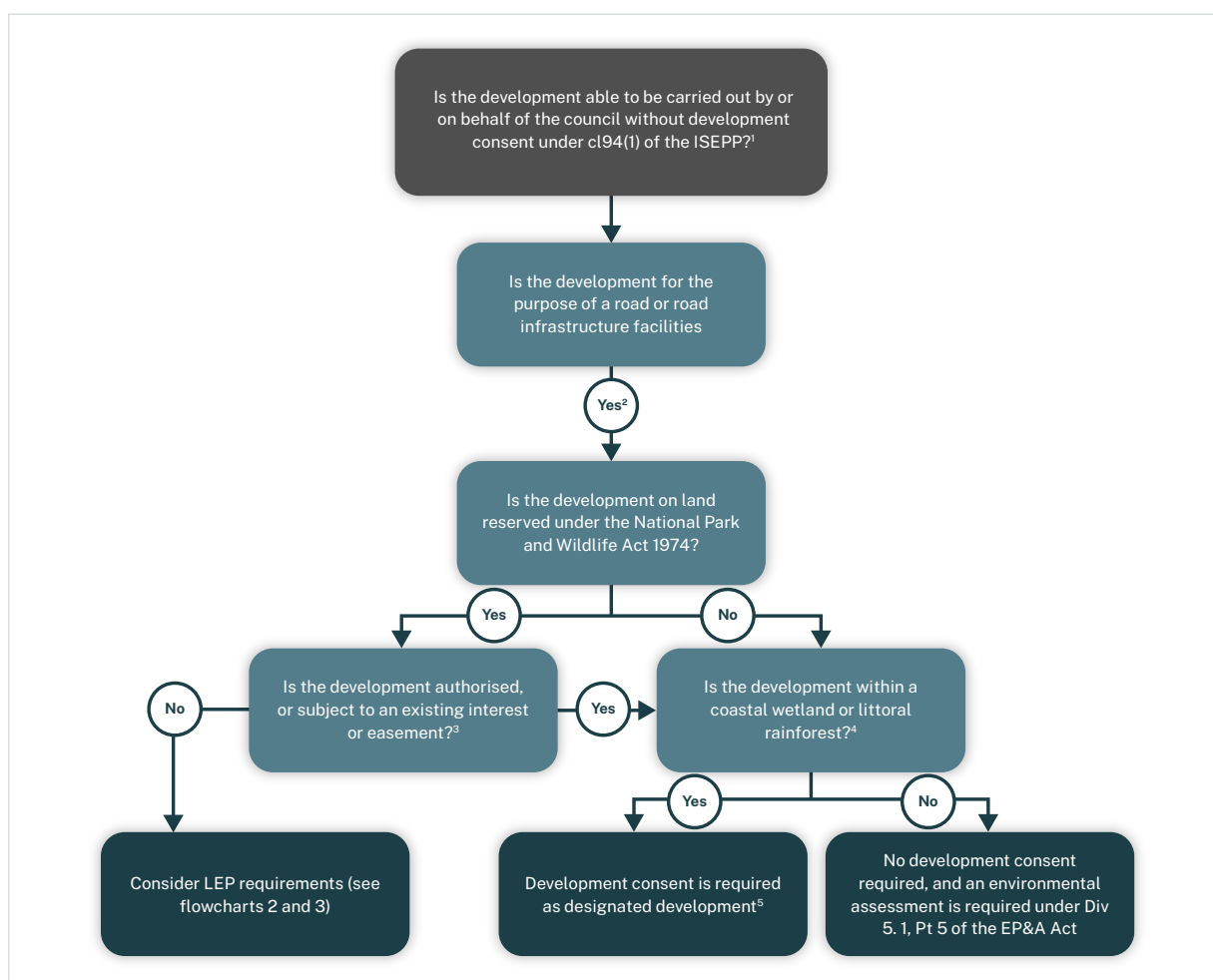
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**Figure 1**

Flowchart of planning pathways for the construction and use of a Rail Trail for pedestrians and cyclists



**Considerations relating to this pathway include:**

1. Under cl94(1) of the *State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)* development carried out by or on behalf of a public authority for the purposes of a road or road infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land. A council is a public authority for the purposes of the ISEPP.
2. The term 'road infrastructure facilities' includes road related areas within the meaning of the Road Transport Act 2013. The development of the Rail Trail for a pedestrian and cycleway falls within that definition.
3. Under cl94(1)(a)-(c) of the ISEPP development for the purpose of a road may only be carried out without consent on land reserved under the *National Parks and Wildlife Act 1974 (NPW Act)* if the development; is authorised by

or under the NPW Act, or is the subject of, an existing interest within the meaning of s39 of the NPW Act, or is on land over which an easement has been granted and is not contrary to the terms or nature of the easement.

4. Clause 10 of the *State Environmental Planning Policy (Coastal Management) 2018 (Coastal Management SEPP)* prevails over the ISEPP to the extent of any inconsistency. This means that despite cl94(1) of the ISEPP development of land mapped as coastal wetland or littoral rainforest requires development consent as designated development.
5. Under Division 4.3 of the EP&A Act including the preparation of an environmental impact assessment and compliance with notification requirements.

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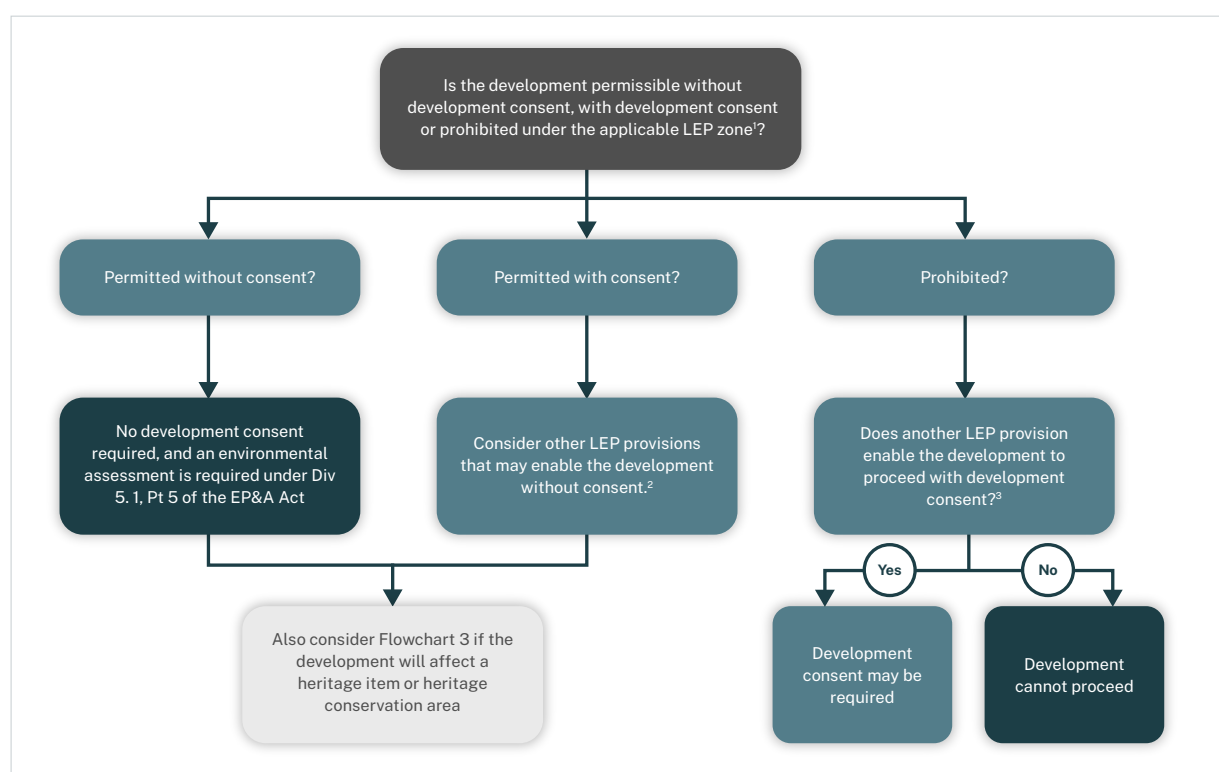
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## Planning pathway to develop Rail Trail tourism and commercial activities

Figure 2 provides a flowchart of the planning pathway to develop Rail Trail tourism and commercial activities. This development may vary, depending on the nature of the development and the relevant planning instruments and land-use zones that apply. Despite this, the following may be used as a general guide to assist council(s) in considering the likely planning requirements.

**Figure 2**

Flowchart of planning pathways to develop Rail Trail tourism and commercial activities



### Considerations relating to this pathway include:

1. Also consider if the development is ancillary to the Rail Trail development, in which case cl94(1) of the ISEPP could be relied upon. Legal advice may be required in this assessment.
2. For example, see cl2.5 and Schedule 1 of the Standard Instrument – *Principal Local Environmental Plan (Standard Instrument)*, which allows for additional permitted uses 'despite anything to the contrary in the Land Use Table or other provision' of the *Local Environmental Plan (LEP)*.
3. Consider ability to rely on other LEP provisions, for e.g., additional permitted uses in cl2.5 and Schedule 1 of the Standard Instrument; the ability to rely on the neighbouring zone if the development is near a zone boundary (cl5.3, Standard Instrument), the conservation incentive provision under c5.10(10), Standard Instrument.

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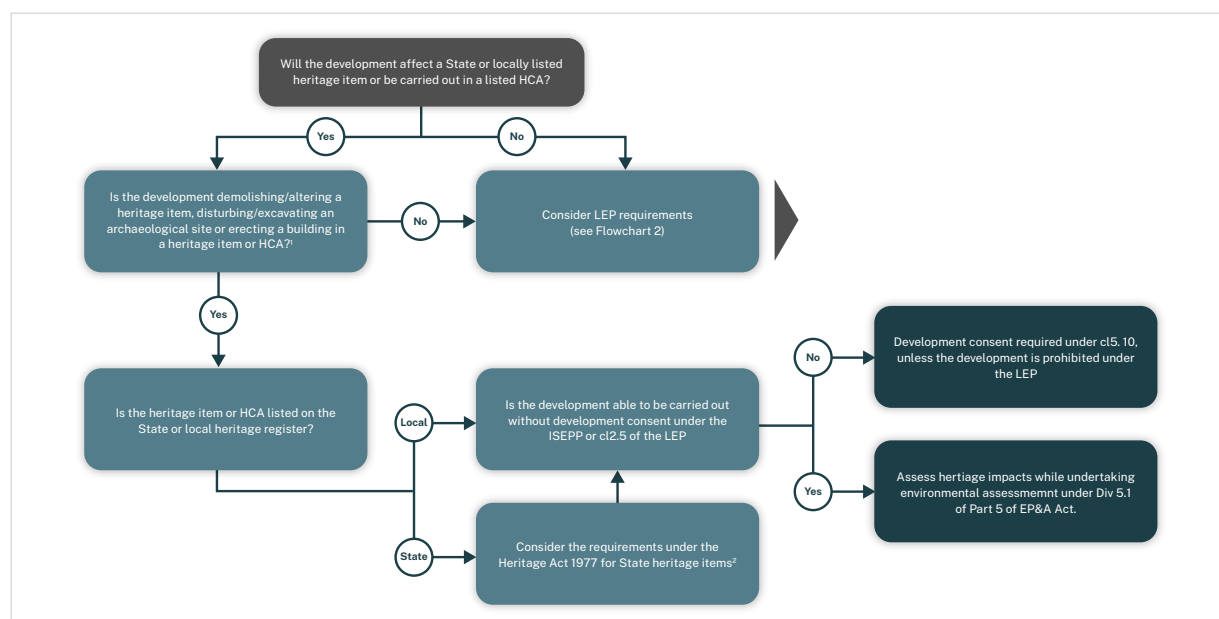
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## Planning pathway to develop Rail Trail tourism and commercial activities in heritage items and heritage conservation areas

Figure 3 addresses the additional heritage considerations that may be needed to overlay the general planning considerations in Figure 2. For example, in some circumstances the specific heritage provisions within a local environmental plan will require development consent, even though other provisions of the local environmental plan would allow the particular development to proceed without consent. Figure 3 is not applicable if the development is permissible without development consent under the ISEPP, because the ISEPP provisions will prevail over the provisions of a local environmental plan to the extent of any inconsistency.

**Figure 3**

Flowchart of planning pathway to develop Rail Trail tourism and commercial activities in heritage items and heritage conservation areas



### Considerations relating to this pathway include:

- Under cl5.10(2) of the Standard Instrument development consent is required for any of the following in relation to a heritage item or Heritage Conservation Areas (HCA), relevantly: demolishing or altering the exterior of any of a heritage item or a building, work, relic or tree within a HCA. Altering includes making changes to its detail, fabric, finish or appearance of a heritage building; altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item; disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed; erecting a building on land on which a heritage item is located or that is within a HCA.
- Under s58 of the *Heritage Act 1997* (the *Heritage Act*), approval is required to carry out anything referred to in s57(1) of the *Heritage Act*. Under s57(1) of the *Heritage Act* a person must not, relevantly, demolish, damage, alter or carry out any development, except with the approval of the NSW Heritage Council. Such development requires: if development consent is required, the lodgement of an integrated development application pursuant to s91 of the EP&A Act where the concurrence from the NSW Heritage Council is required under s60 of the *Heritage Act*, or otherwise, a separate application to Heritage NSW under s60 of the *Heritage Act*.

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## Rail Trail governance models

Rail Trails will be operated and maintained by an “operational entity” under a preferred governance model. Governance models vary from state to state and even between Rail Trails in the same state. Some best practice Rail Trails are governed by one council, others are governed by multiple councils. Some have management committees with volunteers, others do not. As the *Rail Trails for NSW Evaluation* indicated, there is no single ideal governance model for future Rail Trails.

However, success is greater when the council(s) are the lead group, or “operational entity” and a Project Manager is appointed to coordinate all aspects of the Rail Trail. Appointing a Project Manager ensures the operation and maintenance of each section is consistently coordinated, communication is clear, and maintenance is equitable.

While there are a range of potentially suitable governance models, in NSW it is a requirement that the council(s) leasing the land are the lead operational entity. Table 1 outlines the scalable options for an operating entity, including where the Rail Trail crosses multiple LGAs.

As part of selecting the most appropriate governance/ operating model for the Rail Trail, participating Councils should also give consideration to the associated cost sharing arrangements.

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Table 1

Operational entity	Benefits	Limitations	Uses
<p><b>Simple</b></p> <p>a) One local council.</p> <p>b) Multiple local councils under a memorandum of understanding (MOU).</p> <p>Each local council(s) is responsible for its section of the Rail Trail, including construction and ongoing operations and maintenance.</p>	<ul style="list-style-type: none"> <li>Simple to set up.</li> <li>No agreement is required (for a single council).</li> <li>For more than one council, an MOU outlines minimum standards (i.e., budget, operations, maintenance, marketing).</li> <li>Autonomy for each council in the operation and maintenance of the Rail Trail.</li> </ul>	<ul style="list-style-type: none"> <li>Limits the growth and scale of the Rail Trail through commercial opportunities.</li> <li>No central source of funding or coordinated approach to operation and maintenance (where there is more than one council, without an MOU).</li> <li>Council(s) with more resources and capacity may have higher standards of maintenance and promotional abilities and the quality of the trail may differ from section to section.</li> </ul>	<ul style="list-style-type: none"> <li>Works well when there is only one local government area involved.</li> <li>May not be optimal if the Rail Trail traverses multiple LGAs or if sections are added to the Rail Trail in the future and require NSW Government approval.</li> </ul>
<p><b>Public / private arrangements</b></p> <p>Council(s) (as head lessee) has sublease or other contractual arrangements in place with private operator(s).</p>	<ul style="list-style-type: none"> <li>If available, subleases could be available to any of the governance model options.</li> <li>Shared Rail Trail responsibility and risk.</li> <li>Diversity and enhancement of the Rail Trail experience through commercialisation.</li> <li>Increased responsiveness to visitor and market trends and opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>As head lessee, the council(s) retains some level of liability, risk and asset management responsibility.</li> <li>A reduced ability for access to NSW Government funding sources, often targeted to local government.</li> <li>Onerous maintenance responsibilities for a private operator who may have only a portion of a Rail Trail.</li> <li>Retaining (free) public access on a potentially (ticketed) commercialised product.</li> <li>Additional council(s) resources required to establish and manage subleases.</li> </ul>	<ul style="list-style-type: none"> <li>Sublease arrangements (whole or in part) may apply (pending the lease terms and conditions) to any governance model option.</li> </ul>

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Table 1 cont.

Operational entity	Benefits	Limitations	Uses
<p><b>Advanced or multi-council</b></p> <p>Comprises representatives from all council(s) that lease the land and includes a central fund and Project Manager.</p> <p>Could also include community volunteers and other stakeholders.</p>	<ul style="list-style-type: none"> <li>• A collaborative approach helps address challenges posed by a multi-council Rail Trail and optimises the user experience.</li> <li>• Can be beneficial for ongoing rail trail maintenance and achieve efficiencies.</li> <li>• Creates independence in decision-making and (pending council(s) delegated functions) may remove the need for separate council approval.</li> <li>• The entity can have a central fund, strategic plan, marketing plan and maintenance schedule.</li> <li>• Can be created using existing organisational structures such as NSW Joint Organisations where there is an agreed common purpose between members.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires the creation of an entity.</li> <li>• This option may require a central funding source and Project Manager for operational costs.</li> <li>• To participate in the formation of a corporation or other entity including for commercialised functions, councils must seek Ministerial consent (Section 358 of the <i>Local Government Act 1993</i> and Section 410 <i>Local Government (General) Regulation 2021</i>).</li> </ul>	<ul style="list-style-type: none"> <li>• Where there is more than one local council.</li> </ul>

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# Rail Trail construction and operations

## Rail Trail design and construction

The construction of the approved Rail Trail will largely be driven by the Rail Trail operational entity through an appointed Project Manager, who will oversee its design and construction and to prepare, exhibit and consult with the community around detailed Rail Trail designs and plans. Consultation at this stage might include public exhibition of designs, community meetings and interviews.

Just as each Rail Trail varies significantly in design and construction, so too do the costs. An analysis of construction costs attributed to five Rail Trail proposals indicates an average cost of \$450,000 per kilometre. Factors impacting the cost of design and construction, as well as ongoing operations and maintenance include:

- length
- surface material, and
- asset profile, including the number of bridges, toilet blocks and tunnels.



### Operational guidance: Considerations for Rail Trail surface design

Rail trail projects should incorporate universal design principles to ensure accessibility for people with disability and the broader community.

Rail Trails with a sealed track are more versatile than other surface types as they are more suitable for prams, walkers, manual push and power wheelchairs. While they are initially more expensive to construct, sealed tracks require less ongoing maintenance than other non-sealed surface options. Sealed tracks provide a practical option for people with disability and those with limited mobility to participate in recreational and exercise activities while being able to connect across their broader community. This also minimises the reliance on accessible transport options and increases independence for people with disability. Increasing community participation is the number one priority under the NSW Disability Inclusion Plan 2021-2025 and consideration should be given to removing barriers to full participation. Gravel tracks are a barrier to equitable and safe participation for

people with disability. Consideration should also be given to ensuring transition points connecting the trails are barrier free and where practical provide a minimum width of 1000mm.

A sealed track also has the added benefit of attracting a broader range of users and increasing community engagement. This supports the business case for investing in sealed infrastructure compared to non-sealed surface options, which have fewer health and community engagement benefits.

Other considerations include the combination of sealed and gravel tracks and the use of sustainable materials. These should be suited to the terrain, conditions, weather, proposed use, traffic volume and width of the Rail Trail. Feedback in the *Rail Trails for NSW Evaluation* suggests sealing the track near towns in the early stages of the trail's development, so children and older people can do small walks, while serious cyclists can continue onto a gravel track. This will help with budgeting, as it may not be necessary to construct an entirely sealed track before opening the Rail Trail (this can be done at a later stage). Also consider the need for a set of design standards and solutions, such as bridges, to enable access over watercourses or flood-prone areas and to prevent farm animals from crossing the Rail Trail.

### Operational guidance: Taking a staged approach to Rail Trail design and delivery

A staged approach to project delivery of a Rail Trail can allow more time to build community support and increase opportunities for the community to be involved in the construction. A staged approach also allows time for community conceptualisation and the creation of supporting trail attractions and experiences, such as sculptures, vegetation growth and place-making aesthetics to enhance the trail experience. It also gives the operational entity time to establish the requirements of long term maintenance and build up resources over time. It gives the project time to get established and if needed, to evolve into something different as it responds to community needs. For example, the Tumbarumba to Rosewood Rail Trail grew to include car parks and toilets many months after construction.

Partnering with volunteer groups for major and minor works can also be cost effective. The Tumbarumba Men's Shed contributed work to the value of about \$30,000–\$40,000 to the Tumbarumba to Rosewood Rail Trail in the 2020-2021 financial year. The group is currently restoring an old railway carriage that will be converted into a museum and first aid centre.

The use of local contractors and sub contractors enables an agile approach to construction and helps reduce costs in many ways, including changes in the construction program not resulting in increased costs or fees, and local contractors can be resourceful in procuring equipment. In the construction of the Tumbarumba to Rosewood Rail Trail, local contractors procured equipment from nearby farms and organised a sale of disused train tracks to raise funds for major works.

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## Rail Trail operations

The Rail Trail operational entity through its Project Manager will be responsible for all aspects of the Rail Trail operations including maintenance and marketing. Successful Rail Trails have overarching strategic plans and/or a plan of management in place. These include brand guidelines to drive operations, manage revenue streams, and deliver marketing and promotional material.

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## Operational guidance: Rail Trail planning and resourcing

### *Rail Trail Strategic Plan and/or Plan of Management*

The experiences of Australian and international operators shows a Rail Trail Strategic Plan or Plan of Management provides a useful blueprint for developing and operating a Rail Trail. The plan should identify tourism, funding and marketing initiatives that can be used by all members of the operational entity (particularly when a Rail Trail covers multiple local government areas). A Strategic Plan or Plan of Management outlines the roles and responsibilities of all participating stakeholders and can provide a clear and transparent decision-making framework that can be communicated to the community and other stakeholders.

### *Brand Guidelines*

Brand Guidelines provide a consistent brand strategy that can be applied to all sections of the Rail Trail (this is particularly useful when the Rail Trail covers multiple local government areas).

Brand Guidelines can outline the vision for the Rail Trail, the look and feel, and intended visitor experience. This can include guidance on signage and facilities, as well as information materials, marketing assets, public relations, social media and the promotion of community and fundraising events. The Northern Rivers Rail Trail Brand Guidelines provide a good example of this.



Insta frame at Figures St, under Mannus Bridge, Tumbarumba to Rosewood Rail Trail.  
Source: <https://www.instagram.com/tumbarumbarailtrail>



## Contact

For more information, please contact  
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Monaro Rail Trail Development Plans Stage 1a

## APPENDIX 7: RECOMMENDATIONS ON ASSETS TO BE RETAINED

**Tralelee – Michelago (assets starting south west of Alderson PI crossing)**

*Note: Except in rare circumstances, the asset registers do not include any railway speed signs, on-track distance signs, platform /station signs, yard limits, and railway paraphernalia such as signals and switches. The Trail Development Plan identifies all of these items and attaches a refurbishment cost to each one. There are hundreds of such items along the corridor. They should be retained and refurbished as they add to the user experience. It is not clear what the process is for the transfer of these items from the State Government to the trail manager.*

Asset register reference	Description	Location (using asset register code)	Start measurement (distance from Sydney Central Station)	End measurement	Heritage listed (Yes/No)	Necessary for rail trail – Green Desirable for rail trail – Orange Not necessary for rail trail – Red	Comments
CUS50331A	1 cell Concrete Culvert Tuggeranong	TGN	331.158	331.161	No		
UBS50331A	Underbridge – Timber Ballast Topped Tuggeranong	TGN	331.713	331.716	No		Existing Timber bridge. Trail Development Plan recommends replacing with culvert. Asset presumably needs to be taken by QPRC to allow replacement

CUS50332A	1 cell steel Culvert Tuggeranong	TGN	332.156	332.157	No		
CUS50332B	1 cell Concrete Culvert Tuggeranong	TGN	332.538	332.540	No		
UBS50333A	Underbridge – Steel Transom Topped Tuggeranong	TGN	333.137	333.139	No	Existing bridge with steel I-beams. Trail Development Plan recommends retaining and redecking.	
CUS50333A	2 cell Concrete Culvert Tuggeranong	TGN	333.677	333.678	No		
CUS50334A	1 cell Concrete Culvert Tuggeranong	TGN	334.085	334.087	No		
CUS50334B	2 cell Concrete Culvert Tuggeranong	TGN	334.295	334.297	No		
CUS50334C	1 cell Concrete Culvert Tuggeranong	TGN	334.423	334.424	No		
CUS50334D	1 cell Concrete Culvert Tuggeranong	TGN	334.826	334.827	No		
CUS50335A	1 cell Concrete Culvert Tuggeranong	TGN	335.045	335.046	No		
CUS50335B	Steel Culvert Tuggeranong	TGN	335.541	335.542	No		
UBS50335A	Underbridge - Other Tuggeranong	TGN	335.700	335.701	No	Shown in Trail Development Plan as a concrete culvert. Asset register is dated and Trail	

									Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC.
CUS50335C	Concrete Culvert Tuggeranong	TGN	335.988	335.989	No				
UBS50336A	Underbridge – Timber Tuggeranong	TGN	336.205	336.207	No				Shown in Trail Development Plan as a concrete culvert. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC.
CUS50336A	Concrete Culvert Tuggeranong	TGN	336.486	336.488	No				
CUS50337A	Concrete Culvert Tuggeranong	TGN	337.033	337.034	No				
CUS50337B	Concrete Culvert Tuggeranong	TGN	337.223	337.224	No				
CUS50337C	Concrete Culvert Tuggeranong	TGN	337.665	337.667	No				

CUS50337D	Concrete Culvert Tuggeranong	TGN	337.869	337.871	No		
CUS50338A	Concrete Culvert Tuggeranong	TGN	338.201	338.202	No		
CUS50338B	Steel Culvert Tuggeranong	TGN	338.293	338.294	No		
CUS50338C	Concrete Culvert Tuggeranong	TGN	338.385	338.386	No		
CUS50338D	Steel Culvert Tuggeranong	TGN	338.441	338.443	No		
CUS50338E	Steel Culvert Tuggeranong	TGN	338.466	338.468	No		
CUS50338F	Concrete Culvert Tuggeranong	TGN	338.548	338.549	No		
CUS50339A	Concrete Culvert Tuggeranong	TGN	339.022	339.023	No		
CUS50339B	Concrete Culvert Tuggeranong	TGN	339.076	339.077	No		
CUS50339C	Concrete Culvert Tuggeranong	TGN	339.333	339.335	No		
CUS50339D	Concrete Culvert Tuggeranong	TGN	339.703	339.704	No		
CUS50339E	Concrete Culvert Tuggeranong	TGN	339.949	339.950	No		
CUS50340A	Concrete Culvert Tuggeranong	TGN	340.135	340.136	No		
CUS50340B	Concrete Culvert Tuggeranong	TGN	340.356	340.357	No		
CUS50340C	Concrete Culvert Tuggeranong	TGN	340.810	340.811	No		

CUS50340D	Concrete Culvert Tuggeranong	TGN	340.946	340.947	No		
CUS50341A	Concrete Culvert Royalla	ROY	341.285	341.287	No		
CUS50341B	Concrete Culvert Royalla	ROY	341.583	341.585	No		
UBS50341A	Underbridge – Concrete Ballast Topped Royalla	ROY	341.980	341.982	No		Shown in Trail Development Plan as a concrete culvert. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC.
CUS50342A	Steel Culvert Royalla	ROY	342.093	342.093	No		
CUS50342B	Steel Culvert Royalla	ROY	342.871	342.873	No		
UBS50343A	Underbridge – Timber Ballast Topped Royalla	ROY	343.396	343.398	No		Shown in Trail Development Plan as a concrete culvert. Asset register is dated and Trail Development Plan matches what's on the ground. Either

								way, it is a culvert which needs to come over to QPRC.
UBS50344A	Underbridge – Steel Transom Topped Royalla	ROY		344.061	344.064	No		Shown in Trail Development Plan as a concrete culvert. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC.
UBS50344B	Underbridge – Timber Ballast Topped Royalla	ROY		344.439	343.63	No		Existing timber bridge over Guises Creek. To be refurbished as part of rail trail development
CUS50344A	Steel Culvert Royalla	ROY		344.966	344.967	No		
CUS50345A	Concrete Culvert Royalla	ROY		345.283	345.285	No		
CUS50345B	Concrete Culvert Royalla	ROY		345.246	345.426	No		

LCS50345A	Public Vehicle Only Level Crossing Old Cooma Rd Royalla	ROY	345.446	345.446	345.446	No		
CUS50345C	Concrete Culvert Royalla	ROY	345.647	345.647	345.649	No		
CUS50345D	Concrete Culvert Royalla	ROY	345.903	345.903	345.905	No		
CUS50346A	Concrete Culvert Royalla	ROY	346.222	346.222	346.224	No		
VSS50346A	Building – Trike Shed Royalla	ROY	346.735	346.735	346.735	No		
CUS50346B	Concrete Culvert Royalla	ROY	346.802	346.802	346.805	No		
ASS50346A	Advertising Board- Royalla, Monaro Highway	ROY	346.802	346.802	346.802	No		Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
ASS50346B	Advertising Board- Royalla, Monaro Highway	ROY	346.803	346.803	346.803	No		Not necessary for the functioning of the rail trail.

								However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
LCS50346A	Public Vehicle Only Level Crossing Royalla	ROY	346.834	346.834	346.834	No		In place as an "authority" but appears to be no longer in use.
ASS50346C	Advertising Board- Royalla, Monaro Highway	ROY		346.877	346.877	No		Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.

ASS50346D	Advertising Board- Royalla, Monaro Highway	ROY	346.878	346.878	346.878	No		Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
CUS50346C	Concrete Culvert Royalla	ROY	346.984	346.986	346.986	No		
ASS50347A	Advertising Board- Royalla, Monaro Highway	ROY	347.009	347.009	347.009	No		Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.

ASS50347B	Advertising Board- Royalla, Monaro Highway	ROY	347.011	347.011	347.011	No		Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
UBS50347A	Underbridge – Timber Royalla	ROY	347.166	347.170	347.170	No		Shown in Trail Development Plan as a 7 span concrete drain on a concrete base. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC.
UBS50347B	Underbridge – Timber Ballast Topped Royalla	ROY	347.825	337.828	337.828	No		Existing Timber bridge. Trail

UBS50347C	Underbridge – Timber Ballast Topped Royalla	ROY	347.966	337.969	No	Development Plan recommends replacing with culvert. Asset presumably needs to be taken by QPRC to allow replacement
UBS50348A	Underbridge – Timber Ballast Topped Royalla	ROY	348.227	348.236	No	Existing Timber bridge. Trail Development Plan recommends replacing with culvert. Asset presumably needs to be taken by QPRC to allow replacement
						Existing timber bridge over Guises Creek Inlet. Trail Development Plan recommends replacement with pre-fabricated bridge. Presumed that QPRC needs to have the asset before it can replace it

UBS50348B	Underbridge – Timber Ballast Topped Royalla	RPY	348.808	348.811	No	Existing timber bridge with steel pipe running under. Trail Development Plan recommends redecking and installing handrails.
CUS50349A	Concrete Culvert Royalla	ROY	349.446	349.447	No	
CUS50349B	Concrete Culvert Royalla	ROY	349.531	349.533	No	
CUS50349C	Steel Culvert Royalla	ROY	349.755	349.756	No	
CUS50349D	Steel Culvert Royalla	ROY	349.780	349.781	No	
CUS50349E	Concrete Culvert Royalla	ROY	349.886	349.887	No	
CUS50349F	Concrete Culvert Royalla	ROY	349.952	349.953	No	
CUS50350A	Concrete Culvert Royalla	ROY	350.156	350.158	No	
CUS50350B	Steel Culvert Royalla	ROY	350.274	350.275	No	
CUS50350C	Concrete Culvert Royalla	ROY	350.390	350.391	No	
CUS50350D	Concrete Culvert Royalla	ROY	350.582	350.583	No	
CUS50350E	Concrete Culvert Royalla	ROY	350.592	350.593	No	
CUS50350F	Concrete Culvert Royalla	ROY	350.710	350.711	No	
CUS50351A	Steel Culvert Royalla	ROY	351.060	351.062	No	

UBS50351A	Underbridge – Steel Royalla	ROY	351.069	351.071	No		Shown in Trail Development Plan as a rectangular concrete culvert with steel pipes in place. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC.
CUS50351B	Timber culvert Royalla	ROY	351.381	351.381	No		Plan recommends replacement with small box culvert. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC and be replaced as recommended.
UBS50351B	Underbridge – Timber Ballast Topped Royalla	ROY	351.766	352.778	No		Shown in Trail Development Plan

UBS50352A	Underbridge – Timber Ballast Topped Royalla	ROY	352.274	352.277	No		as a single steel pipe culvert. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC.
CUS50352A	Steel Culvert Royalla	ROY	352.466	352.467	No		Shown in Trail Development Plan as a single steel pipe culvert. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC.
UBS50352B	Underbridge – Timber Ballast Topped Royalla	ROY	352.540	352.543	No		Shown in Trail Development Plan as a single steel pipe culvert. Asset register is dated

CUS50352B	Steel Culvert Royalla	ROY	352.734	352.735	No			and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to QPRC.
CUS50352C	Concrete Culvert Royalla	ROY	352.869	352.871	No			
CUS50353A	Steel Culvert Royalla	ROY	353.013	353.014	No			
LCS50353A	Private Vehicle Only Level Crossing Royalla	ROY	353.130	353.130	No			Driveway
UBS50353A	Underbridge – Timber Ballast Topped Royalla	ROY	353.167	353.179	No			Existing timber bridge over Lobbs Hole Creek. To be refurbished as part of rail trail development
LCS50353B	Public Vehicle Only Level Crossing Williamsdale Rd Royalla	ROY	353.530	353.530	No			
VSS50353A	Building – Trike Shed Williamsdale	WMS	353.630	353.630	No			
UBS50353B	Underbridge – Concrete Royalla	ROY	353.681	353.693	No			Existing 12 m concrete bridge over unnamed creek. Trail Development plan

									recommends installing handrails only.
CUS50354A	Concrete Culvert Royalla	ROY		354.103	354.104	No			
CUS50354B	Concrete Culvert Royalla	ROY		354.176	354.177	No			
CUS50354C	Steel Culvert Royalla	ROY		354.417	354.418	No			
<b>QPRC/SMRC border</b>									
UBS50354A	Underbridge – Timber Ballast Topped Royalla	ROY		354.713	354.716	No			Shown in Trail Development Plan as a concrete culvert with steel pipe. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to SMRC.
UBS50354B	Underbridge – Timber Ballast Topped Royalla	ROY		354.875	354.878	No			Shown in Trail Development Plan as a concrete culvert with steel pipe. Asset register is dated and Trail Development Plan matches what's on

									the ground. Either way, it is a culvert which needs to come over to SMRC.
CUS50354D	Concrete Culvert Royalla	ROY		354.994	354.995	No			
CUS50355A	Steel Culvert Royalla	ROY		355.078	355.079	No			
CUS50355B	Steel Culvert Royalla	ROY		355.188	355.189	No			
UBS50355A	Underbridge – Timber Ballast Topped Royalla	ROY		355.336	355.339	No			Existing timber bridge. Trail Development Plan recommends replacement with pre-fabricated bridge. Presumed that SMRC needs to have the asset before it can replace it
UBS50356A	Underbridge – Timber Ballast Topped Royalla	ROY		356.459	356.491	No			Existing timber bridge over Deep Creek. To be refurbished as part of rail trail development
CUS50357A	Concrete Culvert Royalla	ROY		357.079	357.080	No			
CUS50357B	Concrete Culvert Royalla	ROY		357.335	357.341	No			At Waterhole Creek

CUS50358A	Concrete Culvert Royalla	ROY	358.005	358.006	No		
LCS50358A	Public Vehicle Only Level Crossing Kellys Rd Royalla	ROY	358.158	358.164	No		
CUS50358B	Steel Culvert Royalla	ROY	358.260	358.261	No		
CUS50358C	Concrete Culvert Royalla	ROY	358.445	358.446	No		
CUS50358D	Concrete Culvert Michelago	MGO	358.644	358.645	No		
CUS50358E	Steel Culvert Michelago	MGO	358.987	358.988	No		
CUS50359A	Concrete Culvert Michelago	MGO	359.243	358.245	No		
CUS50359B	Concrete Culvert Michelago	MGO	359.493	358.493	No		
CUS50359C	Steel Culvert Michelago	MGO	359.589	358.590	No		
ASS50359A	Advertising Board-Michelago, Monaro Highway	MGO	359.703	359.703	No		Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.

ASS50359B	Advertising Board- Michelago, Monaro Highway	MGO	359.704	359.704	No		Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
ASS50359C	Misc. Structure - Advertising Board- Michelago, Monaro Highway	MGO	359.775	359.775	No		Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
ASS50359D	Misc. Structure - Advertising Board-	MGO	359.776	359.776	No		Not necessary for the functioning of the functioning of

Michelago, Monaro Highway								the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
ASS50359E	Misc. Structure - Advertising Board- Michelago, Monaro Highway	MGO	359.791	359.791	359.791	No		Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
ASS50359F	Misc. Structure - Advertising Board- Michelago, Monaro Highway	MGO	359.792	359.792	359.792	No		Not necessary for the functioning of the rail trail. However, Trail

ASS50359G	Misc. Structure - Advertising Board- Michelago, Monaro Highway	MGO	359.831	359.831	359.831	No	Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
ASS50359H	Misc. Structure - Advertising Board- Michelago, Monaro Highway	MGO	359.832	359.832	359.832	No	Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.

									sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
CUS50359D	Steel Culvert Michelago	MGO	359.913	359.914	No				
ASS50359I	Misc. Structure - Advertising Board- Michelago, Monaro Highway	MGO	359.951	359.951	No				Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
ASS50359J	Misc. Structure - Advertising Board- Michelago, Monaro Highway	MGO	359.952	359.952	No				Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income

									that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
ASS50360A	Misc. Structure - Advertising Board- Michelago, Monaro Highway	MGO	360.027	360.027	360.027	No			Not necessary for the functioning of the rail trail. However, Trail Development Plan identifies these as sources of income that can be used for trail operation and maintenance. Recommended that Council seek ownership of this asset.
CUS50360A	Concrete Culvert Michelago	MGO	360.193	360.194	360.194	No			
CUS50360B	Steel Culvert Michelago	MGO	360.304	360.305	360.305	No			
CUS50360C	Concrete Culvert Michelago	MGO	360.524	360.525	360.525	No			
CUS50360D	Concrete Culvert Michelago	MGO	360.654	360.655	360.655	No			
CUS50361A	Steel Culvert Michelago	MGO	361.024	361.025	361.025	No			

CUS50361B	Concrete Culvert Michelago	MGO	361.222	361.223	No		
CUS50361C	Concrete Culvert Michelago	MGO	361.253	361.254	No		
CUS50361D	Concrete Culvert Michelago	MGO	361.451	361.452	No		
CUS50361E	Concrete Culvert Michelago	MGO	361.524	361.525	No		
CUS50361F	Steel Culvert Michelago	MGO	361.599	361.600	No		
CUS50361G	Steel Culvert Michelago	MGO	361.688	361.689	No		
CUS50361H	Concrete Culvert Michelago	MGO	361.826	361.827	No		
CUS50361I	Concrete Culvert Michelago	MGO	361.988	361.989	No		
CUS50362A	Steel Culvert Michelago	MGO	362.172	362.173	No		
CUS50362B	Concrete Culvert Michelago	MGO	362.350	362.351	No		
CUS50362C	Concrete Culvert Michelago	MGO	362.521	362.522	No		
CUS50362D	Concrete Culvert Michelago	MGO	362.591	362.592	No		
CUS50362E	Concrete Culvert Michelago	MGO	362.851	362.852	No		
CUS50363A	Steel Culvert Michelago	MGO	363.054	363.056	No		
OBS50363A	Kelly Road Overbridge Michelago	MGO	363.533	363.533	No		Presumably SMRC already manage this road as part of local road network. Not needed for rail

CUS50363B	Concrete Culvert Michelago	MGO	363.951	363.952	No			trail (as bridge passes over trail).
UBS50364A	Underbridge - Timber Michelago	MGO	364.009	364.012	No			Existing bridge with steel I-beams. Trail Development Plan recommends retaining and redecking.
CUS50364A	Timber Culvert Michelago	MGO	364.214	364.215	No			Does not appear to be in place anymore. Not clear what has replace it.
CUS50364B	Concrete Culvert Michelago	MGO	364.543	364.544	No			
CUS50364C	Concrete Culvert Michelago	MGO	364.680	364.682	No			
UBS50364B	Underbridge – Timber Ballast topped Michelago	MGO	364.837	364.840	No			Existing timber bridge. Trail Development Plan recommends replacing with box culvert.
CUS50365A	Concrete Culvert Michelago	MGO	365.593	365.394	No			
CUS50365B	Concrete Culvert Michelago	MGO	365.630	365.631	No			
CUS50365C	Concrete Culvert Michelago	MGO	365.854	365.855	No			

CUS50365D	Concrete Culvert Michelago	MGO	365.956	365.958	No		
CUS50366A	Concrete Culvert Michelago	MGO	366.006	366.007	No		
CUS50366B	Concrete Culvert Michelago	MGO	366.120	366.122	No		
CUS50366C	Concrete Culvert Michelago	MGO	366.227	366.228	No		
OBS50366A	Unnamed Road Overbridge Michelago	MGO	366.471	366.471	No		Listed in Trail Development Plan as existing overbridge for farm access and no work is needed. Not needed for rail trail (as bridge passes over trail).
CUS50366D	Concrete Culvert Michelago	MGO	366.957	366.958	No		
UBS50367A	Underbridge – Timber Michelago	MGO	367.132	367.133	No		Listed in Trail Development Plan as a rectangular concrete culvert. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to

CUS50367A	Concrete Culvert Michelago	MGO	367.480	367.481	No		come over to SMRC.
UBS50367B	Underbridge – Timber Ballast Topped Michelago	MGO	367.641	367.649	No		Existing 8m timber bridge. To be refurbished as part of rail trail development.
CUS50367B	Concrete Culvert Michelago	MGO	367.870	367.872	No		
UBS50368A	Underbridge – Timber Ballast Topped Michelago	MGO	368.688	369.692	No		Listed in Trail Development Plan as a rectangular concrete culvert. Asset register is dated and Trail Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to SMRC.
UBS50368B	Underbridge – Timber Ballast Topped Michelago	MGO	368.946	369.950	No		Listed in Trail Development Plan as a rectangular concrete culvert. Asset register is dated and Trail

								Development Plan matches what's on the ground. Either way, it is a culvert which needs to come over to SMRC.	
UBS50369A	Underbridge – steel Michelago	MGP	369.106	369.107	No			Existing bridge. Trail Development Plan recommends replacing with box culvert.	
CUS50369A	Concrete Culvert Michelago	MGO	369.284	369.285	No				
CUS50369B	Steel Culvert Michelago	MGO	369.445	369.446	No				
CUS50369C	Concrete Culvert Michelago	MGO	369.707	369.708	No				
VS505370B	Building – Trolley Shed Michelago	MGO	370.05	370.05	Yes				
PWS50370A	Misc. structure – Platform Michelago	MGO	370.067	371.172	Yes				
ATS50370A	Building – Amenities Building Michelago	MGO	370.10	370.10	Yes			Trail Development Plan makes capital provision for refurbishing existing toilets (which it is assumed this building is). Need to retain asset	

SSS50370A	Building – Station Building Michelago	MGO	370.120	370.120	Yes		control if toilets are to be re-used.
							Trail Development Plan makes capital provision for refurbishing existing station building as a one off expenditure item. SMRC does not need to retain control; however, if building was to be re-purposed to allow commercial uses such as bike hire of café (suggested in 2019 Feasibility Study), rent could provide an income source for trail maintenance. SMRC would need to be in control of the asset.
RPS5037A	Precinct – Michelago Station	MGO	370.120	370.120	Yes		Unclear what this covers however station grounds are proposed for

[illegible]



# Business Case

Monaro Rail Trail Incorporated  
Draft 3.0 July 2022 (Preliminary)



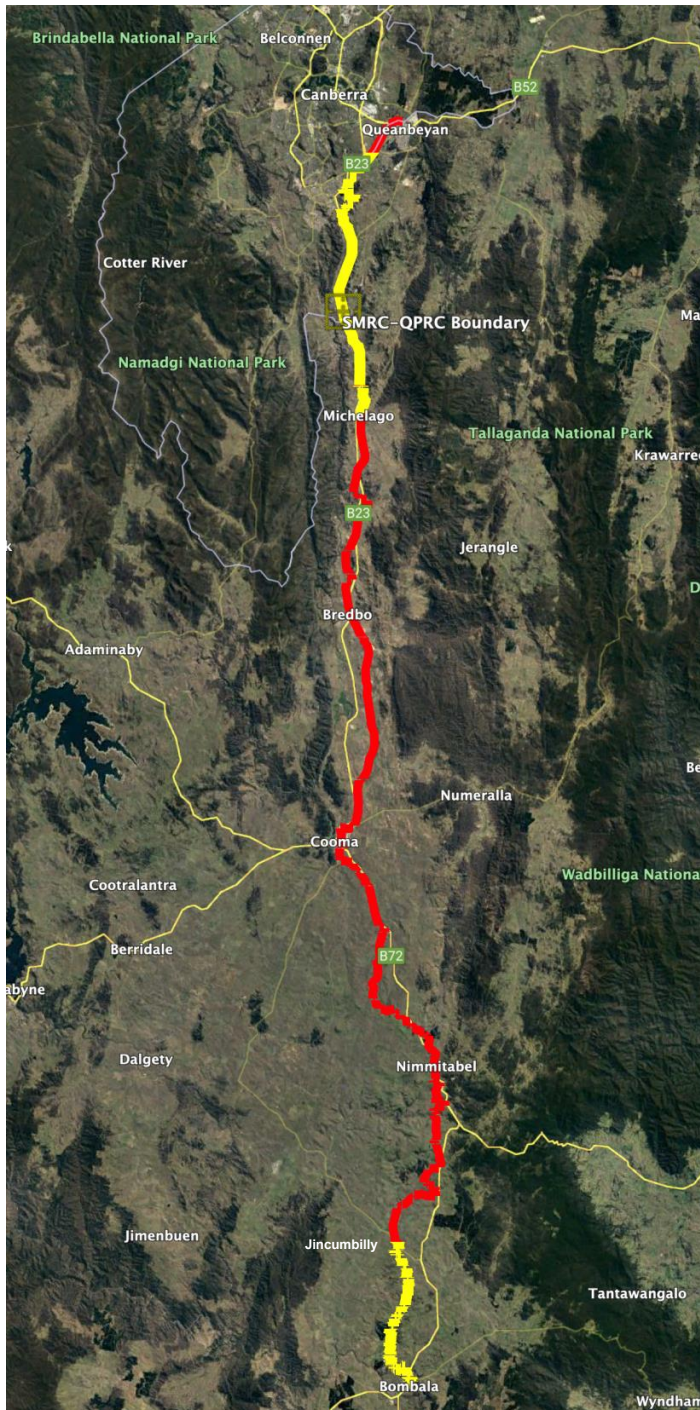
**MacLaughlin Bridge on the MRT** Source: C Maslin

Monaro Rail Trail – Business Case

## PROJECT INFORMATION

Project Information	
Project	Monaro Rail Trail – Queanbeyan to Bombala
Lead Proponents	Snowy Monaro Regional Council (SMRC) and Queanbeyan-Palerang Regional Council (QPRC)
Lead Proponents' ABN	
Project Partner	Monaro Rail Trail Incorporated
Lead Contact	
Name (Business Case)	Carlo Botto
Position	Vice President MRT Inc
Phone	0400 926 340
Email	cbotto@binjura.com
Address	665 Mittagang Road, Binjura NSW 2630
Project Summary	
	<p>The project entails the development of a shared, multiuse pathway - a rail trail - from Queanbeyan to Bombala utilising the now disused NSW Government railway corridor. It passes through several towns and villages. (see <b>Figure 1</b>).</p> <p>The <b>216km</b> MRT includes 203km of railway corridor, which traverses the Snowy Monaro Regional Council local government area (<b>180km</b>) the Queanbeyan-Palerang Regional Council area (<b>36km</b>) and borders the ACT for 32km.</p> <p>The corridor associated with the project has been disused for many years. Although disused and deteriorating, as a rail trail, the corridor encapsulates the best of what rail trail users are seeking: attractive natural scenery, intact railway artefacts including embankments, cuttings, bridges, a tunnel, railway signage and beautiful station buildings and railway sheds.</p> <p>The total capital cost (2023\$) of the project is estimated to be <b>[\$64.1M]</b> with <b>Stage 1</b> totalling <b>[\$15.4M]</b> of the development, encompassing segments located at the most northern and most southern parts of the railway corridor:</p> <ul style="list-style-type: none"> <li>• Queanbeyan to Michelago, which is 52km in length and a total capital cost of <b>[\$9.3]</b>; and</li> <li>• Bombala to Jincumbilly, which is 25km in length and a total capital cost of <b>[\$6.1M]</b>.</li> </ul>
Project Location	
Project Address	Queanbeyan to Bombala rail corridor, Southern NSW
Local Government Areas	Snowy Monaro and Queanbeyan-Palerang
NSW Electorate	Monaro
Federal Electorate	Eden-Monaro

Monaro Rail Trail – Business Case



Source: Google Earth

**Figure 1**

*Monaro Rail Trail proposed route from Queanbeyan to Bombala. Passing through Michelago, Bredbo, Cooma and Nimmitabel.*

*Total length is 216km*

*Stage 1 sections of railway corridor are shown in yellow.*

Monaro Rail Trail – Business Case

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## 1 EXECUTIVE SUMMARY

The Monaro Rail Trail (MRT) is proposed to follow 203km of disused rail line and 13km of existing pathways<sup>1</sup> from Queanbeyan to Bombala - a total distance of 216km. The trail has several towns and villages along its route and, when complete, may be traversed in sections or in total. If developed, the MRT will be amongst the longest in Australia passing through one of the country's most scenic regions. Its northern end is immediately adjacent to the Canberra region with a population of 500,000 and an international airport. The trail will be a three hour drive from Sydney and within a four hour drive for over six million people.

The Snowy Monaro region has a number of towns and villages which are very economically diverse. This is driven by a number of factors, such as proximity to Canberra, the Snowy Mountains and various areas of differing primary industry.

Structural changes and events have been largely negative drivers to the long-term and short-term economic wellbeing of the region. For example,

- Climate change impacting snow in ski resorts;
- Structural changes in agriculture, including timber are diminishing employment and business income; and
- Recent bushfire and Covid events have negatively impacted industry generally and tourism in particular.

Tourism is a major driver of the Snowy Monaro economy, and in 2019 provided 19.4% of employment. Many of the risks to this industry can be mitigated by diversifying the tourism economy in activity type, location and time of the year. The MRT will materially add to the diversity of the local tourism mix with a new activity in a number of areas of the Snowy Monaro region away from winter centric alpine sports in both time of year and location.

The project entails the development of a shared pathway – a rail trail - from Queanbeyan to Bombala utilising the now disused NSW Government railway corridor (see **Figure 1**). The railway corridor traverses the Snowy Monaro Regional Council local government area (180km) the Queanbeyan-Palerang Regional Council area (36km) and borders the ACT from Queanbeyan to Williamsdale.

The MRT will pass near or through a number of towns and villages including Queanbeyan, Michelago, Bredbo, Cooma, Nimmitabel and Bombala. A number of these are economically challenged and are in decline. The MRT would create an economic stimulus, assisting in mitigating some of the structural and event driven negative impacts currently being experienced.

Expert advice in a number of reports commissioned unequivocally indicate that the MRT's potential to attract users and technical/economic feasibility is superior to many trails

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<sup>1</sup> The 13km section between Queanbeyan Railway Station to Tralee/South Jerrabomberra does not follow rail corridor – it utilizes existing pathway and roads

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Monaro Rail Trail – Business Case

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already developed and currently proposed. Therefore, its likelihood of being successful is very high.

Although disused and deteriorating, as a rail trail, the corridor encapsulates the best of what rail trail users are seeking: attractive natural scenery, intact railway artefacts including embankments, cuttings, bridges, a tunnel, railway signage and beautiful station buildings and railway sheds.

Developing the corridor as a rail trail will create an economically productive asset and contribute to the social well-being of local communities on and near the corridor. The benefits to cost ratio of the investment is high and compelling; the ability to stage the development and associated funding adds to the project's attractiveness; and the areas where the development would occur need economic stimulus relative to other areas in the State.

Development and utilisation of the MRT asset will result in the following outcomes:

- Increased local business income and activity during construction by allocating contracts locally where possible.
- Increased visitation and associated spending in local communities. Increase revenue to existing businesses and create new businesses.
- Diversification of business activity in local communities, creating both greater economic activity and greater economic resilience.
- Increased employment and skills/competencies in local communities in businesses and local government with indigenous enterprises encouraged to participate.
- Increased local community mental and physical well-being by creating an area for families and individual to be active outdoors:
  - enhance community life by converting rail lines into public spaces for local recreation and socialising;
  - foster inclusion and community engagement opportunities that promote long-term stewardship and social advocacy;
  - offer intergenerational experiences for children, young people, and the elderly by appealing to diverse age groups of the community; and
  - reduce social isolation, particularly among older residents.
- Increased linkage between towns and villages on and near the MRT, creating a greater sense of community. In particular, it will provide a safe off-highway trail from Royalla to link with Jerrabomberra, Queanbeyan and Canberra for commuters and local residents.
- Elimination of a maintenance cost to NSW Government of existing corridor and more generally, reduced net government assistance as a result of boosted economic activity.
- Creation of a visually appealing asset, which showcases the region through increased visitation on and off trail. Replacing a visually unattractive, derelict asset which detracts from the region.
- Provides a physical link/"spine" between the numerous existing and emerging tourist and visitor attractions on the Monaro.
- Contribution to bushfire management (when trail is closed to users) by providing a high-quality trail for bushfire fighting and elimination of fuel load.

Monaro Rail Trail – Business Case

The lead agency for Rail Trails in NSW is the Department of Regional NSW (DRNSW) has stated in its recent report on Rail Trail development that the “benefits include strengthening and connecting communities, creating jobs, stimulating business and boosting tourism, providing recreational infrastructure and contributing to environmental preservation and management.” The MRT is perfectly aligned with this NSW Government policy position.

A review of government strategic objectives and policy has been carried out and numerous documents at the State, regional and local government levels have been identified, indicating the proposed MRT is consistent with state, territory and local government planning strategy at all levels and policy areas. Many of these documents specifically cite the Monaro Rail Trail as a high priority project, and one of national significance.

SMRC, through its consultants, comprehensively gauged community support as part of its feasibility study and MRT Inc has liaised broadly with MRT stakeholder including landholders adjoining the MRT. There is broad support for developing the MRT subject to conditions associated with appropriate provision of fencing, stock crossing and other measures to ensure commercial operation of properties is not compromised.

The total capital cost in (2023\$) of the project is estimated to be [\$64.1M]. An economic analysis of the MRT conservatively indicates [\$143M] NPV (2023\$) and a [4.1] Benefit-to-Cost Ratio.

It is proposed to develop the MRT in stages. The first stage, totalling [\$15.4M] of development encompassing two segments located at the most northern and most southern parts of the MRT:

- Queanbeyan to Michelago, which is 52km in length and a total capital cost of [\$9.3M]; and
- Bombala to Jincumbilly, which is 25km in length and a total capital cost of [\$6.1M].

The average outlay for Operations and Maintenance (O&M) of the total MRT is estimated to be [\$590,000] per annum without income offsets for the total MRT when fully implemented. The O&M will be offset by “User Pays” income, sale of steel tracks (NPV \$1.4M) and transfer of current management fees for MRT corridor (NPV \$680k).

**Stage 1** O&M costs are estimated to be an average [\$186k] per annum without income offsets. This is split almost equally between SMRC and QPRC i.e. [\$93k] per annum each, with potential for the ACT Government to share costs. Income offsets and volunteer work on the MRT will significantly reduce the cash spend required. **Stage 1 net O&M cost with income offsets is estimated to be [\$43k] per annum** and for the total MRT when completed [\$137k] per annum.

Proposed alternative uses for the rail corridor include:

- re-instating freight and passenger trains; and
- tourist trains for part or all the corridor.

Monaro Rail Trail – Business Case

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A feasibility study funded by the NSW Government indicated the project to re-establish rail operations would cost \$6.3 billion and there would be "little if any, return on investment". The report estimated a BCR of 0, increasing to 1 with significantly optimistic estimates of its use for freight.

A local group, Cooma Monaro Railway (CMR) has developed various concepts for introducing tourist trains as an attraction, which utilise the part of the rail corridor. It is yet to be established if any proposals for tourist trains are a viable alternative or additional to the corridor's use as a rail trail. To date, no formal costed proposals have been brought forward.

MRT Feasibility Study consultants indicated there were no viable alternative uses for the rail corridor.

Grant funding will be sought from appropriate NSW/Federal sources for the capital required to develop the MRT – initially **Stage 1**. The grant proponents will be a combination of the two Councils, Snowy Monaro Regional Council (SMRC) and Queanbeyan-Palerang Regional Council (QPRC) through which the MRT traverses.

It is proposed that the grant structure for **Stage 1** of the MRT is in two parts:

1. Funds for construction of Stage 1 - total **[\$15.4M]** in 2023;
2. Funds to plan develop of future stages - funds will be required to plan Stage 2 and onwards similar to the "Trail Development Plan" produced for Stage 1. The MRT estimates **[\$0.4M]** one year before Stage 1 completion i.e. end of 2024 will be required for planning all future stages to complete the MRT.

**Total grant funding sought is **[\$15.8M]**.** The grant funding sought assumes:

- The corridor being leased from the NSW Government to the grant proponents – SMRC and QPRC for the sections within their LGAs;
- Transfer of assets on the corridor:
  - including steel rail to be sold to offset O&M costs;
  - excluding buildings etc. forming part of the Cooma and Bombala Railway heritage precincts;
- Transfer of management fees currently paid by the NSW government for maintenance of the corridor to be used to offset O&M costs.

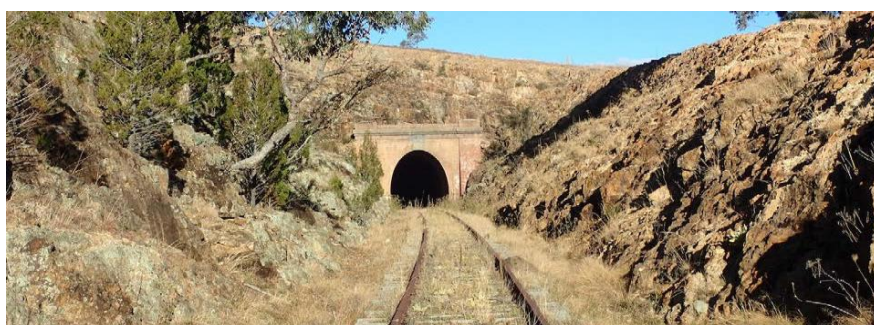
## 2 CASE FOR CHANGE

### 2.1 Background

The Monaro Rail Trail (MRT) is proposed to largely follow the disused rail line<sup>2</sup> from Queanbeyan to Bombala, a distance of 216km. The trail has several towns and villages along its route and, therefore may be traversed in sections or in total. If developed, the MRT will be amongst the longest in Australia passing through one of the country's most scenic regions. Its northern end is immediately adjacent to the Canberra region with a population of 500,000 and an international airport. The trail will be a 3-hour drive from Sydney and within four hours drive for over six million people.

The total length of the proposed trail is considered a good distance for a cycle tourism experience enabling (for most potential users) a 4-5 days journey by cyclists who ride up to 50 kms/day<sup>3</sup>. Distances between towns/villages are ideal for day trips. The towns and larger villages offer a variety of services and attractions available to rail trail visitors. Development of a rail trail will importantly offer opportunities for economic development in the region in addition to safe off-road recreation opportunities for local users.

The proposed Monaro Rail Trail traverses a combination of timbered and open country between the Canberra Valley, Cooma, the Great Dividing Range near Nimmitabel and ends in the township of Bombala (see **Figure 1**). In addition to the natural landscape, which includes spectacular views across open plains and to the surrounding mountains, there are many interesting railway features all of which add to the experience and the story that can be told. The pastoral story and heritage of the region is also visible through properties and remnants of the earlier role of the railway to transport wool and other produce.<sup>4</sup> The trail also provides an opportunity to inform users of the indigenous heritage and future uses such as renewable energy generation.



**Photo 1** - Colinton Tunnel will be a major attraction to users if the trail is developed.  
Source: "Monaro Rail Trail Feasibility Study Draft Report October 2019"

<sup>2</sup> "On 26 March 1986, the line south of Cooma was closed. Passenger services south of Queanbeyan ceased in September 1988. A bridge carrying the line over the Numeralla River at Chakola was declared unsafe, so freight services south of Queanbeyan ceased in May 1989." [https://en.wikipedia.org/wiki/Bombala\\_railway\\_line](https://en.wikipedia.org/wiki/Bombala_railway_line)

<sup>3</sup> "Monaro Rail Trail Feasibility Study Draft Report October 2019" p27

<sup>4</sup> It is proposed that storyboards will relate the indigenous heritage and renewable energy (for example Boco Rock Wind Farm) of the Monaro.

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The rail line corridor is 30-40m wide and has one tunnel near Colinton (see **Photo 1**), 90 bridges ranging from 3-4m to 390m across the Numeralla River. Infrastructure along the railway corridor is almost intact, including railway station buildings, siding sheds and platforms. This contrasts with other Australian states where most infrastructure was removed at the time of closing the rail lines. On the Monaro line, key tourism assets that are NSW State heritage listed include three freight yards and two timber truss bridges.

Following several years of discussion in the community, a pre-feasibility assessment was crowd funded by MRT Inc and completed in October 2018 (*TRC Monaro Rail Trail Pre-feasibility Assessment October 2018*). That assessment provided a high-level overview of the likely experience, potential markets, and economic benefits. The pre-feasibility assessment concluded that the proposal has merit and would offer a great cycle tourism opportunity providing certain criteria could be met. Consequently, a full feasibility study was commissioned by Snowy Monaro Regional Council (SMRC) and completed in October 2019 (*Monaro Rail Trail Feasibility Study Draft Report October 2019 – Volumes 1 and 2*), which recommended that the rail trail proceed, subject to several conditions being met<sup>5</sup>.

Proposed alternative uses for the rail corridor include:

- re-instating freight and passenger trains; and
- tourist trains for part or all the corridor.

A feasibility study funded by the NSW Government was undertaken to review re-instating freight and passenger services. The report's executive summary<sup>6</sup> indicated the project would cost \$6.3 billion and there would be "little if any, return on investment". The report estimated a BCR of 0, increasing to 1 with significantly optimistic estimates of its use for freight.

A local group, Cooma Monaro Railway (CMR) has been restoring rail infrastructure for tourism and heritage conservation. The group has done significant work in restoring and conserving stations and other railway infrastructure. The group has developed various concepts for re-introducing tourist trains as an attraction, which utilise the corridor. Most recently, the CMR Strategic Plan identifies the possibility of a tourist train from Cooma travelling south to Rock Flat, a distance of 22km. It is yet to be established if any proposals for tourist trains are an alternative to or additional to the corridor's use as a rail trail. To date, no formal costed proposals have been brought forward. MRT Inc and others are liaising with CMR to explore the potential for mutually beneficial projects. In any case, the restoration of stations and other railway assets adjacent to the rail trail will increase the attractiveness of the MRT.

The Feasibility Study consultants were asked if there were alternative uses for the rail corridor as part of their brief. The SMRC's question and consultant's response was:  
*"Are there alternative uses for the corridor that will provide more value to the community? Are these alternative uses viable? The realistic answer is **No**"<sup>7</sup>*

<sup>5</sup> "Monaro Rail Trail Feasibility Study Draft Report October 2019" p145-152

<sup>6</sup> "Canberra to Port of Eden Feasibility Study – Executive Summary" – May 2020 p3

<sup>7</sup> "Monaro Rail Trail Feasibility Study Draft Report – Section 11 Feasibility Statement" - October 2019 p145

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Consistent with the feasibility study recommendations, the SMRC commissioned a detailed trail design – a “Trail Development Plan” completed in March 2022. Detailed costings for **Stage 1** of the MRT have been sourced from the “Trail Development Plan”.

The Trail Development Plan has provided detailed capital costs for **Stage 1** of the MRT. **Stage 1** segments are planned to be fully sealed (the remaining stages are a mix of sealed and unsealed segments). In addition to **Stage 1** costing, the plan addresses the full range of detailed requirements for the total MRT.



**Photo 2** - Consultants inspecting line north of Michelago for “Trail Development Plan”

It is planned to develop the MRT in stages. The rationale for this is:

- **Facilitate a realistic quantum of funding.** As funding will largely come from other than local government budgets, grant funding from State and/or Federal sources will be sought. To increase the prospect of successful grant applications, a smaller grant with a high degree of certainty of successful execution was considered the most prudent approach;
- **Focus on highest priority/ranking sections first and enable timely implementation** i.e. have people on the trail as quickly and with the greatest certainty as possible. A multi-factor analysis was performed on various sections of the MRT to rank them. The outcome determined the highest ranked sections for initial funding to be sought;
- **Mitigate risk.** Reducing the size and complexity of development will also reduce risk and contribute to learning and experience for future stages; and
- **Allocate resources effectively and efficiently.** It is recognised that overseeing and managing a project such as development of the MRT will require allocation of

#### Monaro Rail Trail – Business Case

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scarce resources from the Council and other proponents. Developing sections in sequence will allow appropriate resources to be allocated.

Applying this rationale, including the results from the multi-criteria analysis, the first stage of developing the MRT will include the two highest ranked sections – Queanbeyan (Tralee) to Michelago (43km) and Bombala to Jincumbilly (25km). See “**Appendix B – Multi-Criteria Analysis for Segment and Stage Ranking**” for more detail.

A co-ordination committee has been established, consisting of representatives from SMRC, QPRC and MRT Inc. The committee’s role is to co-ordinate the development of the MRT through the major stakeholders that will ultimately seek funding – SMRC and QPRC - for the trail’s planning and construction. A Memorandum of Understanding (MoU) has been agreed in January 2022 between SMRC, QPRC and MRT Inc which formalises support for development of the MRT.

## 2.2 Rationale for Investment

### 2.2.1 Snowy Monaro - Community Need

The Snowy Monaro region has a number of towns and villages which are very diverse. **Appendix C** provides a snapshot of the Snowy Monaro Region. Some key observations are:

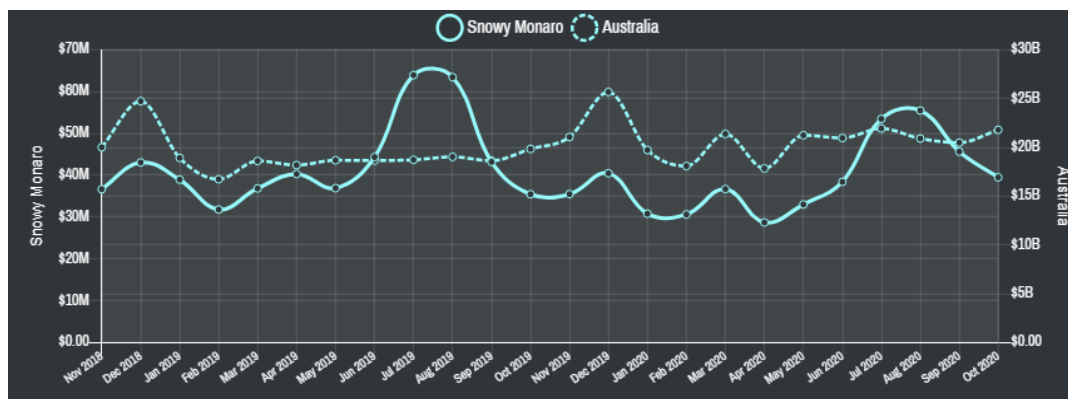
- There is large economic diversity driven by a number of factors, such as proximity to Canberra, the Snowy Mountains and agricultural areas.
- Structural changes and events have been long term and short term drivers – largely negative – to the economic wellbeing of the region. For example,
  - Climate change impacts on snow in ski resorts;
  - Structural changes in agriculture, including timber are diminishing employment and income; and
  - Recent drought, bushfire and Covid events have negatively impacted industry, particularly tourism.

Tourism is a major driver of the Snowy Monaro economy, and in 2019 provided 19.4% of employment (<https://economy.id.com.au/snowy-monaro/employment-by-industry>). The identified short and long-term risks to this industry can be partly offset by diversifying the tourism economy in activity type, location and time of the year.

The MRT will materially add to the diversity of the local tourism mix with a new activity in different areas of the Snowy Monaro region beyond winter centric alpine sports. Further, it attracts visitors at times of the year outside of the peak winter snow tourism season when hospitality services are already stretched.

**Chart 2.1** shows tourist visitation in years 2019 and 2020 illustrates the Snowy Monaro has an underperforming tourism outside of the short winter sports season. It also illustrates the volatility of visitation to the region. A boost to tourism numbers is needed in the autumn and spring to increase visitation and mitigate volatility. The MRT directly addresses this weakness, and will boost visitation through the current off-peak period in spring and autumn.

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**Chart C1** - Visitation in the Snowy Monaro varies through the seasons and more than seen across Australia. Source: Destination NSW

The NSW Government has identified the need to boost interstate tourist numbers. In November 2020, Minister for Jobs, Investment, Tourism and Western Sydney, Stuart Ayres, said “boosting the NSW visitor economy through marketing campaigns, strategic events and industry development was critical to the State’s recovery”. (Destination NSW 17 November 2020). As a new tourist drawcard, the MRT (possibly Australia’s best rail trail) will draw international and interstate tourists to the Snowy Monaro region.

The MRT Feasibility Report identified that the trail would draw approximately 69,500 multi-day users, plus thousands of day trippers. Tourist numbers will increase, including bed-nights, as the rail trail will be a 4- or 5-day adventure for many. As the ACT is near a number of MRT trailheads, it will be a large source of new interstate visitors.

Rail trails draw users from distant locations. For example, the Otago Rail Trail on the South Island of New Zealand, 65% of users are from the Auckland region, which by air is 1000 km away and by road is 1500 km away from the trail head. The MRT will certainly draw tourists from interstate.

At local planning levels, strategic planners in tourism and economic development have identified that the Snowy Monaro community needs a diversified tourism economy. The Snowy Monaro 2019-2022 Regional Economic Development Strategy identified the need to “Continue to develop and diversify tourism, creating a more resilient regional economy” and the recently released NSW Government Regional Economic Development Strategy Fire Impact statement May 2020 indicated the same need. The MRT perfectly aligns with the drive to diversify the tourism economy.

Specific communities have been identified with real needs. For the township of Bombala, the recommendation from the SMRC Bombala Region Softwoods Industry Bushfire Recovery study December 2020, was “Recommendation 8. This recommendation is provided to create diversity in the economy and increase the amenity of Bombala to make it more attractive to forest workers...” and from the original consultant’s report “The benefit for Bombala is that it (the rail trail) would add diversity to the economy and the older and or closed hotels could be refurbished for

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accommodation and restaurants. The softwood plantation will grow over time but it may be too slow to maintain the critical services within the town.” (Margules Groome Consulting Pty Ltd 2020).

2.2.2 MRT – An Important Response to Community Need

The current rail line between Queanbeyan and Bombala is unused and a deteriorating asset. Not only is it an unproductive asset, but it has a cost associated with it, forming part of a management contract between NSW Government and UGL who receive a per kilometre rate to maintain the corridor. Further, several of the rail line artefacts are heritage listed (signifying historical value to the community) and will in all probability be lost to the community if the rail line is left to deteriorate.

Expert advice in a number of reports commissioned unequivocally indicate the MRT’s potential to attract users and technical/economic feasibility is superior to many trails already developed and currently proposed. Therefore, its likelihood of being successful is very high.

Developing the corridor as a rail trail will create an economically productive asset and contribute to the social well-being of local communities on and near the corridor. The benefits to cost (BCR) ratio of the investment is high and compelling; the ability to stage the development and associated funding adds to the project’s attractiveness; and the areas where the development would occur need economic stimulus relative to other areas in the State.

No better alternative use for the corridor has been proposed.

A secondary but important outcome of developing the MRT is its contribution to bushfire management. By creating a trafficable, high-quality trail it will provide access during periods of high fire danger and fire emergencies, when sections of the trail will be closed to cyclists and pedestrian users. During these periods the MRT will provide access for:

- Creation of fire breaks; and
- Emergency access for evacuation and firefighting.

Further, weeds and over-growth will be removed, significantly reducing fuel load for bushfires.



**Photo 3** – The MRT – transforming an unused and wasting asset to economically productive and socially vibrant asset

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## 2.3 Strategic Alignment

[This section needs formatting]

A review of government strategic objectives and policy has been carried out and numerous documents at the State, regional and local government levels have been identified, indicating the proposed Monaro Rail Trail is consistent with state, territory and local government planning strategy at all levels and policy areas.

The NSW government and the Premier’s Priorities have given prominence to a call for a stronger economy and well-connected communities. The MRT aligns with those objectives. Secondly, NSW state level planning documents such as Transport Strategy 2036, outline roles for rail trails in economic development. Thirdly, there are many instances of the planning documents at regional and local government level that have specifically referred to the Monaro Rail Trail as a means of driving tourism activity.

Broadly, the NSW Government’s position stated in its “Tourism and Transport Plan. Future Transport Strategy – 2056” is:

*“Rail trails unlock scenic public land in regional areas offering visitors and local residents a safe option to walk, cycle, jog or use other non-motorised forms of transport such as horse riding. The economic benefit of rail trails includes the creation of jobs in local communities and other economic benefits for local businesses associated with tourism such as increase expenditure on accommodation, food and participation in regional events”.*

Further, the NSW Government “NSW Rail Trails Framework” published in June 2022 states:

*“Rail Trails deliver important community benefits before and after construction ..... These benefits include strengthening and connecting communities, creating jobs, stimulating business and boosting tourism, providing recreational infrastructure and contributing to environmental preservation and management.*

*The NSW Government supports the development of Rail Trails where there is demonstrated community support, where environmental impacts have been considered, and where a viable business model is in place.”*

The MRT is perfectly aligned with these NSW Government policy positions. The following shows the alignment of the MRT with numerous strategic position statements.

1. Alignment with NSW whole of Government values	
<b>Premier’s Priorities</b> 1. A strong economy	<b>MRT supports this priority by</b> 1. Creating a new tourism activity on the Monaro worth \$25m annually and bringing 235 FTE jobs.

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<p>2. Well connected and healthy communities</p>	<p><b>MRT supports this priority by</b></p> <ol style="list-style-type: none"> <li>2. Linking the villages and towns along the rail corridor via a shared tourism project that offers community involvement in its development and management. Individuals and groups, both business and community, within Queanbeyan/Canberra, Royalla, Michelago, Bredbo, Cooma, Nimmitabel and Bombala will benefit. Recreation options for residents are increased too, as are the flow on health benefits.</li> </ol>
<p><b>NSW Government. Planning, Industry and Environment. Crown Land 2031 – State Strategic Plan.</b> Vision: Crown land supports, sustainable and prosperous communities across NSW. Priorities:</p> <ol style="list-style-type: none"> <li>1. Accelerate economic progress in regional and rural NSW.</li> <li>2. Protect cultural heritage on Crown land.</li> </ol>	<p><b>MRT aligns with this priority by using the public asset of the rail corridor to:</b> Bring to the Monaro region, a new tourism activity that will boost small business and employment in communities across the Monaro.</p> <p><b>MRT aligns with this priority by using the public asset of the rail corridor to:</b> Work to protect and preserve Monaro rail history infrastructure such as timber bridges, sidings and the tunnel. Several of these structures are NSW State heritage listed.</p>
<p><b>NSW Visitor Economy Strategy 2030 – the strategic pillars include</b></p> <ol style="list-style-type: none"> <li>1 (a) Showcase strong tourism drawcards to increase length of stay and increase visitor spend. (b) Grow visitation and expenditure in regional areas</li> <li>2. Facilitate growth and diversification by investing in visitor infrastructure and job creation.</li> </ol>	<p><b>MRT strengthens these pillars by</b></p> <ol style="list-style-type: none"> <li>1. (a) &amp; (b). Bringing new tourism activity to the Monaro. Users of the rail trail will make day trips and a projected 75,000 users will make multiday trips requiring overnight visits. By default, these tourists travel slowly, and must overnight in villages and towns along the rail trail route. They will create some additional 375,000 bed nights annually.</li> <li>2. Offering the NSW government the opportunity to invest in regional NSW tourism. This will support a new tourist activity across the Monaro -in new places and new times of the year. Monaro</li> </ol>

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<p>The visitor targets include:</p> <p>1 (a) increase tourism expenditure by increasing the number of day trips and overnight trips.</p> <p>1 (b) recognise the ACT as a domestic market and a source of high repeat visitors.</p>	<p>communities not part of winter and summer alpine tourism will be the primary beneficiaries.</p> <p>The MRT helps meet these targets by offering daytrip and multiday travel opportunities. Users will be local, intrastate and interstate (including ACT residents). Different features along the trail mean that all villages will be a focus for day trippers. Michelago being so close to Canberra will particularly benefit as a destination for day trippers. But other villages will also be the focus of Canberra day trippers. Day trip usage per year could be as high as 100,000.</p>
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**2. ALIGNMENT with specific planning strategies at State and regional level**

NSW State level planning document	Page	General acknowledgement of rail trails as positive contributors to the state economy
NSW Government. "Tourism and Transport Plan. Future Transport Strategy - 2056".	6	"Re-purpose regional train stations and rail assets that are not being used for transport in ways that contribute to great places, for example heritage/food and coffee/entertainment and tourism/rail trails"
	10	"Roll out the cycling towns program and consider the conversion of more rail trails to support regional bicycle and active tourism, where there is community support".
	71-72	<p>"Transport not only gets visitors to destinations but can also be an attraction in itself. Heritage tours, walking and cycling trails..... all contribute to attracting visitors to NSW".</p> <p>"NSW has a vast 3,100 kilometres of non-operational rail lines that can be redeveloped with innovative initiatives to produce social and economic benefits for regional NSW. In regional NSW, disused rail corridors are being considered for conversion into rail trails where there are viable positive outcomes and strong community support".</p>

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		<p>“Rail trails unlock scenic public land in regional areas offering visitors and local residents a safe option to walk, cycle, jog or use other non-motorised forms of transport such as horse riding.</p> <p>The economic benefit of rail trails includes the creation of jobs in local communities and other economic benefits for local businesses associated with tourism such as increase expenditure on accommodation, food and participation in regional events”.</p>
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NSW Regional Level planning document	Page	Specific references to a rail trail on the Monaro rail corridor as building the economy
Snowy Monaro Regional Council. “Snowy Monaro 2018- 2022 Regional Economic Development Strategy”.	18	“Develop and implement a region wide Year-Round Tourism Strategy: .....Including Rail trails on the disused rail corridor”
	24	“Rail trails on the disused rail corridor” are considered as “Enablers” to “Develop a Year-Round Tourism Offering.
NSW Government. “Planning & Environment South East and Tablelands, Regional Plan 2036”	46	“Action 22.3. Integrate walking and cycling networks into the design of new communities to encourage physical activity”
	47	“Well designed pedestrian and cycling options can link tourism areas. Examples in the South East and Tablelands include: the potential use of non-operational railway lines as rail trails....”

NSW Regional Level planning document	Page	Specific references to the Monaro Rail Trail as building the Monaro economy
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<b>NSW Government. Destination Southern New South Wales. “Destination Management Plan 2018 – 2020”.</b>	<b>38</b>	“Aspirational Experiences - Monaro Rail Trail”
	<b>40</b>	“ACTION PLAN - Game changer projects such as: 1. Rail Trail projects – their feasibility assessment, development with supporting services 2. Growth in cycle events, 3. Cycle-friendly initiatives in the region 4. Supporting implementation of ACT & Region Cycle Tourism Strategy

**3. ALIGNMENT with specific planning strategies at local level**

<b>NSW Local level planning document</b>	<b>Page</b>	<b>Specific and or General directives to action a rail trail on the Monaro rail corridor.</b>
<b>Snowy Monaro Regional Council. “Snowy Monaro Destination Management Plan. January 2019”</b>	<b>41,42</b>	The Monaro Rail Trail is identified as a key project in The Destination Management Plan for Bombala, Bredbo, Cooma, Michelago and Nimmitabel.
	<b>58</b>	“Game Changer Ten: The Monaro rail trail” “A well-planned and constructed trail along the alignment of the Redundant rail way line supported by the right product would offer a great cycle tourism opportunity”.
<b>Queanbeyan-Palerang Regional Council. “Tourism Plan 2017 – 2025”.</b>	<b>3</b>	“Establishing the region as an ultimate cycling destination, involving a network of cycling touring routes, rail trail experiences...”
	<b>12</b>	“Strengthen the connectivity between Queanbeyan CBD and region’s villages and towns through enhanced networks of touring routes, cycle ways and walking trails “
	<b>18</b>	The ACT Government has committed to the development of a Cycle Tourism Strategy, which would be enhanced by the bike tourism experiences in and cycling linkages to the Queanbeyan-Palerang region.
	<b>26</b>	Game Changers: “This initiative aims to consolidate independent efforts to provide a

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	<b>42</b>	<p>network of cycling trails that suit a range of tastes and markets, from technical mountain biking tracks to leisurely touring routes.</p> <p>Priority Action 10: “Establishing the region as an ultimate cycling destination, involving a network of cycling touring routes, rail trail experiences, bike parks and technical tracks and linking it all to the hospitality and heritage offer of the region”</p>
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NSW Local level planning document	Page	General directives to action a rail trail on the Monaro rail corridor.
Snowy Monaro Regional Council. “Snowy Monaro Community Strategy Plan 2040”	<b>16</b>	<p>“Recreation, sporting and leisure facilities to encourage all ages to live an active health life”,</p> <p>“Develop, maintain and promote, safe spaces that are enabling, accessible and inclusive of all”</p>
	<b>17</b>	<p>Snowy Monaro “is a destination that offers a variety of experiences, attractions and events year -round”</p> <p>“Promote and develop visitor, accommodation, product and recreational infrastructure”</p>

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<b>Snowy Monaro Regional Trails Master Plan draft 2021</b>	<b>58</b>	The MRT is listed as “Sustainable, Responsible and Relevant Trail Developments - C1 Monaro Rail Trail: Pursue the staged development of the Monaro Rail Trail between Queanbeyan and Bombala Status - High Priority
	<b>93</b>	The MRT is shown in the Action plan. The development of the Monaro Rail Trail would provide a key off-road connection between the key population centres of Canberra/Queanbeyan and the Snowy Monaro Region. It would be the 'backbone' of the regional trail network and offer opportunities to link with the other trails in the region's trail network and the Snowy Mountains' iconic road cycling routes. Significance - National

<b>NSW Local level planning document</b>	<b>Page</b>	<b>General directives to action a rail trail on the Monaro rail corridor.</b>
<b>Snowy Monaro Regional Council Program Delivery &amp; Operational Plan 2020-2021 – Tourism</b>	<b>71</b>	"Continue to support and progress the Monaro Rail Trail towards becoming a shovel ready project" Rationale - "Promote tourism and enhance the Snowy Monaro Region as a year- round destination of choice through a collaborative approach between stakeholders and interest groups."
<b>ACT Government. “CBR Cycle Tourism Strategy. 2018”</b>	<b>11</b>	“THE OPPORTUNITY FOR THE ACT AND SURROUNDING REGION” includes “rail trails and touring routes”
<b>Canberra Region Joint Organization Regional Priorities 2019</b>		Priority Action 9: Develop further infrastructure prospectus in recreation and culture Priority Action 22: Advocate for cross-border connectivity

## 2.4 Expected Outcomes

Development of the MRT will convert the 203 km rail corridor between Queanbeyan and Bombala from an unused and wasting asset to economically productive and socially vibrant asset for the nation, State and most importantly, the local communities on and near it. This outcome is highly aligned with the stated strategic objectives of the Commonwealth Government, NSW State Government and Snowy Monaro and Queanbeyan Regional Councils (listed in **Section 2.3** Strategic Alignment).

The MRT asset will ultimately consist of 216 km of sealed and gravel-surfaced trail including 13km of existing pathways in Queanbeyan including:

- upgraded bridge crossings and culverts;
- fencing, gates and stock crossing with neighbouring landholders;
- road and property crossings;
- trail heads and associated parking;
- amenities (toilets, shelters seating etc); and
- signage.

**Stage 1** of the MRT will consist of 77km, which is over one third of the trail length, but has less asset development costs, as there are no major bridges or 100km/hr highway crossings.

Development and utilisation of the MRT asset will result in the following outcomes:

- Increased local business income and activity during construction by allocating contracts locally where possible.
- Increased visitation and associated spending in local communities. Increase revenue to existing businesses and create new businesses.
- Diversification of business activity in local communities, creating both greater economic activity and greater economic resilience.
- Increased employment and skills/competencies in local communities in businesses and local government with indigenous enterprises encouraged to participate.
- Increased local community mental and physical well-being by creating an area for families and individual to be active outdoors:
  - enhance community life by converting rail lines into public spaces for local recreation and socialising;
  - foster inclusion and community engagement opportunities that promote long-term stewardship and social advocacy;
  - offer intergenerational experiences for children, young people, and the elderly by appealing to diverse age groups of the community; and
  - reduce social isolation, particularly among older residents.
- Increased linkage between towns and villages on and near the MRT, creating a greater sense of community. In particular, it will provide a safe off-highway trail from Royalla to link with Jerrabomberra, Queanbeyan and Canberra for commuters and local residents.
- Elimination of a maintenance cost to NSW Government of existing corridor and more generally, reduced net government assistance as a result of boosted economic activity.
- Creation of a visually appealing asset, which showcases the region through increased visitation on and off trail. Replacing a visually unattractive, derelict asset which detracts from the region.

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- Provides a physical link/“spine” between the numerous existing and emerging tourist and visitor attractions on the Monaro.
- Contribution to bushfire management (when trail is closed to users) by providing a high-quality trail for bushfire fighting and elimination of fuel load.

In addition to the physical asset, it is envisaged that an outcome will be the creation of a governance structure (see **Section 4.4**) to actively manage the operations and maintenance, marketing and staged development of the MRT. This will include the creation of MRT funds for:

- Income for operations and maintenance; and
- Capital grants to develop stages, including planning.

It is envisaged that the on-going governance structure will be established for the MRT on successful grant funding for **Stage 1**.

## 2.5 Stakeholder & Community Support

The “NSW Rail Trail Framework” states a proposal for a Rail Trail “must show clear evidence of community support for the Rail Trail project.”<sup>8</sup> A number of steps are recommended. These steps plus more have been followed to ensure and demonstrate community support. The following section outlines the community consultation activity and outcomes.

SMRC, through its consultants, comprehensively gauged community support as part of its feasibility study, and the results were included in the “Monaro Rail Trail Feasibility Study Draft Report October 2019”.<sup>9</sup>

The following is a summary from the report of the consultation process and findings.

The consultation process included public consultation sessions to seek community views. A Press Release and a letter was mailed to adjoining landowners to alert the community to these consultation events. Approximately 500 letters were sent by the Snowy Monaro Regional Council to landowners within 100 metres of the railway corridor. The vast majority of those attending these community consultation sessions were supportive of the proposed rail trail, with many having experienced similar trails in other states of Australia or overseas.

Following on from the public meetings there was a further opportunity for the community to contribute their opinions about the proposed rail trail through a questionnaire survey made available on the Council’s “Your Say” web pages. This yielded 509 responses, of which 95.9% supported the development of the rail trail, 3.0% were opposed and 1.2% were undecided.

A representative sample of **favourable** comments (i.e. an explanation for supporting the proposed rail trail) is as follows:

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<sup>8</sup> “NSW Rail Trails” June 2022 p12

<sup>9</sup> “Monaro Rail Trail Feasibility Study Draft Report October 2019” p39-55

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- Great for tourism, fitness and development of the Snowy Region.  
If the rail connection is not going ahead to Eden then the rail trail is a good option. A very good use for an unused resource.
- From my research and extensive travels and riding on many trails, they work economically for towns and villages. They also provide a vibrant place to socialise and enhance social wellbeing. Long term abandoned corridors provide nothing.
- Rail trails are an excellent way of providing relatively safe cycling environments and are also a bonus to local tourism and business.
- It is state owned infrastructure that should continue to serve the interests of the public: in this case their health and wellbeing.
- Rail trails bring in tourists and money to the local community. They are lots of fun to ride.
- Rail trails are a safe family friendly and interesting re-use of the old rail network/alignments.
- Rail trails are a wonderful way for people of all ages to enjoy the outdoors and exercise.
- I have experienced other rail trails in Australia and around the world and appreciate the experience and the benefits they can bring to communities.
- It would provide an opportunity for long rides to small towns via a well mapped and relatively safe route.
- Rail trails are an awesome way to see the countryside. They are safe from traffic hazards, have a manageable gradient for beginners and are a family friendly cycling route.
- This is a highly scenic region for which current cycling option (Monaro Hwy) is incredibly dangerous. This would create significant cycle tourism in the region.
- This proposal will revitalise the region, provide active holiday options for families and those with disabilities, and turn a public asset from an idle liability into a useful and cost-effective public amenity.
- It is a win-win. A great trail for walkers, runners and cyclists. Which at the same time will bring in much needed tourist dollars to local communities particularly during the traditional off- season.

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

- I don't want the rail corridor to be decommissioned for a bike trail. Once lost as a rail corridor, it would be next to impossible to reinstate it for rail transport.
- It would be unwise for Council to spend ratepayers' money on 1) destroying what rail infrastructure remains, and 2) building new infrastructure that would need to be demolished should the freight and passenger rail proposal be approved.
- I live along the proposed trail and I'm concerned about privacy.
- I consider the route is too exposed to wind and extreme temperatures to be a viable recreational cycle route.
- Due to the mess that some riders and hikers leave. Because of no fences a lot believe your property is theirs and do what they like.
- I think the money spent on the trail could be better spent elsewhere. Only a small percentage of the population ride bikes so it won't benefit the majority.
- It's a waste of Council money, which could be better used for other local projects or community funding.

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- Too many properties involved with many livestock issues.
- The section of rail line that has been used by the Heritage Rail Society needs to be retained for the line to reopen again for the community and tourists.
- This will be another way to access private properties and have the opportunity to steal! More rubbish will be left behind by users.
- Once the novelty wears off rate payers will be left paying for the up keep of something that will rarely get used.

Not surprisingly the stakeholder group which was most concerned with respect to the development of the rail trail were adjacent landholders. General concerns identified by consultants and documented in the feasibility study included:

- Crime - Trespassing, vandalism and theft.
- Loss of privacy for adjoining landowners
- Land value devaluation
- Stress and concerns about the impacts of trails on farmers lifestyles and incomes
- Threat of fire
- Weeds
- Interactions between nervous livestock and trail users with dogs
- Interactions between nervous livestock and trail users on horseback
- General biosecurity
- Cost of fencing of the corridor
- Splitting of farm paddocks
- Management of litter and toilet waste
- Farm safety (of trail users)

The Feasibility Study consultants provided mitigation strategies associated with landholder concerns (and other more general issues, impacts and problems). These included a range of approaches from communication of experience from other similar rail trails through to trail asset design (e.g. signage, fencing and appropriately designed stock gates).

Importantly, MRT Inc has focused on this stakeholder group – speaking to landholders directly, one-on-one. Amongst MRT Inc representatives liaising with landholders were representatives who are landholders adjoining the proposed trail and, as a result, were empathetic with the concerns expressed. They were able to clearly explain the proposed trail development and credibly articulate relevant mitigation strategies. As a result, most landholders have had their rational concerns allayed subject to implementing the mitigations described.

As a result of MRT Inc consultation with businesses, community groups and individuals (including adjoining landholders), 117 letters were provided to MRT Inc to demonstrate for the MRT, comprising community organisations (11), business owners (35), farmers adjoining corridor (6) and individuals (70). A list of those providing letters is shown in **Appendix E**. A representative sample of these letters is also provided.

### 3 ANALYSIS OF THE PROJECT

#### 3.1 Objectives & Indicators

**Table 3.1** shows the key issues being addressed in developing the MRT, with the associated objectives. The challenge will be to put in place meaningful Key Success Indicators (KSI). Measurement of the KSI is the critical part of making them meaningful. To the extent they can be measured, pre-implementation benchmarking for comparison is also important.

Key Issue	Objective	Key Success Indicator
Rail corridor between Queanbeyan and Bombala is unused and a deteriorating asset. An opportunity cost exists equal to the net economic value of the MRT. In some areas this value will be critical in slowing or stopping their economic decline	Realise the economic value of the rail corridor by efficiently and effectively developing the MRT to create visitation and associated local expenditure.	<ul style="list-style-type: none"> <li>Increased visitation</li> <li>Increased spend</li> </ul> Measures include: <ul style="list-style-type: none"> <li>trail counters</li> <li>user surveys</li> <li>business surveys</li> <li>regional economic data</li> </ul>
Opportunity to add an asset for increasing wellbeing of the local community and key stakeholders	Local residents – families and individuals – utilise the rail trail, contributing to mental and physical wellbeing.	Measures include: <ul style="list-style-type: none"> <li>User surveys</li> <li>Regional health data</li> </ul>
Continued degradation of many significant heritage listed assets	Reverse the degradation of listed heritage assets.	Survey and asset register of assets developed and rating of condition pre- and post-MRT development.
Continuing cost to the NSW Government of paying for corridor management and lack of effective weed management on corridor	Transfer of current corridor management fee from being used to maintain an unproductive asset to funds being applied to O&M of a productive MRT	MRT maintained appropriately. Weeds and other undesirable corridor attributes eliminated or reduced. Measured by post implementation review and on-going audits.
An “eye sore” diminishing the region’s brand/reputation	Transform derelict assets and weed infested corridor with a vibrant, attractive rail trail.	Speed and quality of transforming corridor. Measures include: <ul style="list-style-type: none"> <li>Post implementation reviews</li> <li>User survey</li> </ul>

**Table 3.1 – MRT Objectives and Indicators**

### 3.2 Options Assessment (including stage/segment assessment)

Looking broadly at the currently unused and deteriorating rail asset between Queanbeyan and Bombala, the alternative uses being proposed are:

- re-instating freight and passenger train services;
- tourist trains run by rail enthusiasts for part or all the corridor; and
- conversion to a rail trail for recreational use.

The first two alternatives are discussed in **Section 2.1** of “The Case for Change”. The following focuses on the options and process associated with development of rail corridor as a rail trail.

Maintaining the status quo, or the “Do Nothing” option *vis-à-vis* developing the MRT results in:

- An opportunity cost equal to the net economic value that the MRT – in some areas this value will be critical in slowing or stopping their economic decline;
- Lost opportunity to add an asset for increasing wellbeing of the local community;
- Continued degradation of many significant heritage listed assets;
- Continuing cost to the NSW Government of paying for corridor management; and
- Lack of effective weed control and increased bushfire fuel load;
- A lost opportunity to enhance access for bushfire management; and
- An “eye sore” diminishing the region’s brand/reputation.

Developing the MRT involves a spectrum of potential implementation options spanning timing and geography. The Feasibility Study proposed a simple deployment strategy, developing six segments sequentially starting at the northern end of the MRT.

Given the MRT is one of the longest rail trails being proposed in Australia, development of the total MRT in one stage was discounted as an option, as it would have simply resulted in a staged development focused upon construction driven priorities, including location and timing. It would have required a much larger planning process and a larger up-front grant allocation. A staged development based upon broader criteria was considered more appropriate, better meeting community needs and reducing implementation risk.

The development options considered primarily focused on the optimal sequencing of stages. The process for evaluating development options is discussed in **Section 3.5.1** “Staged Development and Priorities”.

### 3.3 Projected Costs

#### 3.3.1 Capital Costs

The capital costs of constructing the MRT are based upon:

- “*Monaro Rail Trail Feasibility Study Draft Report October 2019*” (Feasibility Study) and refined by MRT Inc using current/actual information and engineering judgement; and
- “*Trail Development Plan*” March 2022, which include detailed costing for three trail segments, two of which form **Stage 1** of the MRT development.

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The initial costing in the Feasibility Study was an estimate using a rates approach, and MRT Inc refined these costs. The Trail Development Plan costings were more detailed and current but covered only three segments of the 10 forming the total MRT. To improve the estimate of the segments not covered by the Trail Development Plan, a cost weighted average increase was calculated from the three segments costed and applied to the remaining segments with the exception of Queanbeyan to Tralee – see discussion below.

A summary of capital costs is shown in **Table 3.2**.

They are presented in 2023<sup>10</sup> dollars with annual inflation applied of 4.5% and includes:

- Contingency (15%);
- Project management (5%); and
- Approvals, permits, applications, designs, specifications, assessments (2.5%).

Segment	Distance	Surface	Cost (\$2023)
Queanbeyan to Michelago	52 km	Sealed	\$9.3M
Bombala to Jincumbilly	25 km	Sealed	\$6.1M
<b>Stage 1</b>	<b>77 km</b>	<b>Sealed</b>	<b>\$15.4M</b>
TOTAL MRT	216 km	Sealed + Unsealed	\$64.1M

**Table 3.2** – Capital Cost Summary

**Stage 1** of the MRT is estimated to have a total capital cost of **\$15.4M**. The “Trail Development Plan” consultants developed options which provide for trail/road access from Queanbeyan to Tralee (South Jerrabomberra). The favoured option is estimated in the “Trail Development Plan” to cost **\$133k** (2022\$), consisting largely of signage and a small section of new pathway. This amount has been included in the “Queanbeyan to Michelago” segment (see **Table 3.2**).

**Stage 1** is 77 km in length with no major bridges or highway crossings in 100km/h zones. As a result, the **Stage 1** costs represents 24% of the estimated capital cost of the total MRT but 36% of the total rail corridor length, due to the absence of major bridges and highway crossing costs.

### 3.3.2 On-going Costs (Operations & Maintenance)

Ongoing maintenance costs were assessed in the Feasibility Study<sup>11</sup> and a survey by the consultants yielded a wide range due to many factors, including jurisdiction, rail trail topology/weather and assets and the extent to which government agencies and volunteers were involved. The consultants estimated the cost for O&M was in the order of \$750,000 for the total MRT or \$3,500/km/annum on average, which they considered to be at the high end of the range of costs.

A lower estimate for MRT O&M using a “bottom-up” approach was presented in the initial draft of the Trail Development Plan provided in March 2022. This indicated a total annual

<sup>10</sup> It is assumed a grant application will be made in 2022 and funds will start to be expended in 2023.

<sup>11</sup> “Monaro Rail Trail Feasibility Study Draft Report October 2019” p164-179

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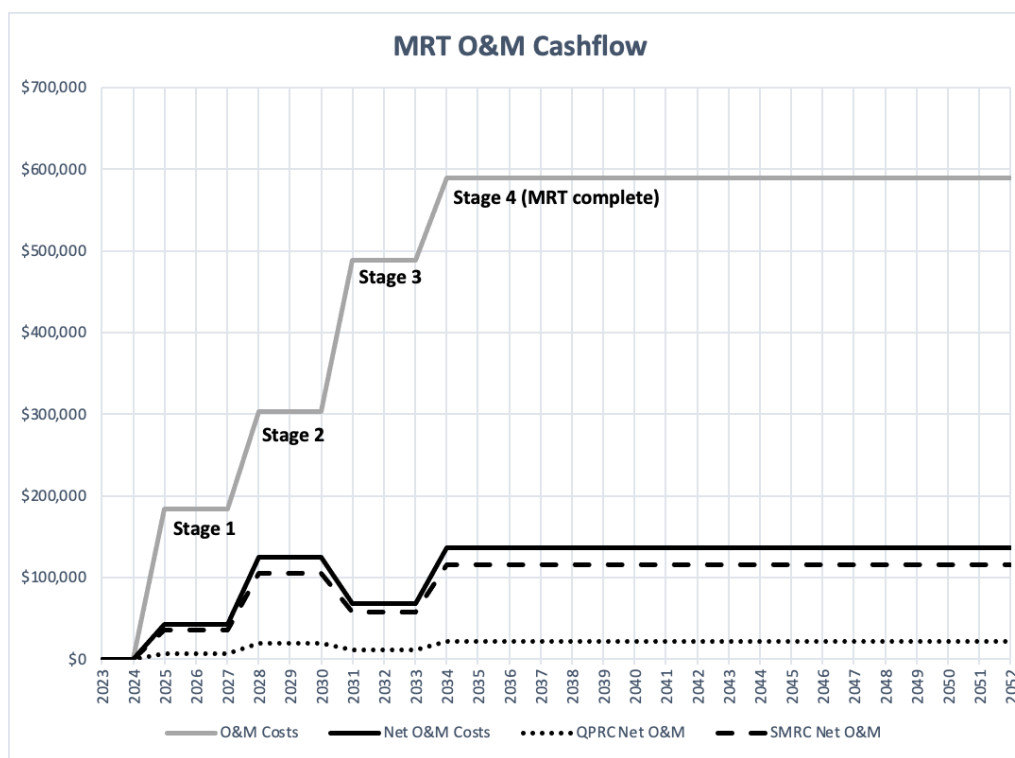
O&M cost of \$172,610 for **Stage 1** rail corridor, equating to a \$2,701/km/annum rate. The report costed three segments, which included a significant bridge. Using all three segments, the total annual O&M cost was calculated to be \$216,910, equating to a \$2,923/km/annum rate. These costs excluded end-of-life (est. 20 years) resurfacing of sealed segments and bridge replacement.

Although O&M costs of other similar rail trails are lower, the economic analysis for the MRT has used the Trail Development Plan O&M costs – providing conservative “bottom-up” cost estimates. MRT Inc have also assessed potential on-going income to off-set O&M costs using a portfolio of risk-adjusted income streams. A comprehensive assessment of O&M costs and off-setting income is provided in **Appendix A**. In summary:

- We are confident the O&M costs of the MRT will not be as high as stated in the 2019 Feasibility Study. Several comparable trails have much lower average annual average costs for O&M.
- The rate we believe to be reasonable, and conservative for **O&M costs (without income offsets) is in the order of \$590,000 per annum for the total MRT when complete.**
- Taking a distance *pro-rata* approach, **Stage 1 O&M costs without income offsets are estimated to be an average of \$186k per annum**, split almost equally between SMRC and QPRC i.e. \$93k each.
- **The Stage 1 net O&M cost with income offsets is estimated to be \$43k (SMRC \$36k, QPRC \$7k)** and for the total MRT \$137k (SMRC \$115k, QPRC \$22k).
- The net average outlay for O&M of the total MRT will be significantly lowered by income from:
  - A number of “user pays” income sources;
  - Sale of steel rail when recovered as each stage is built (NPV **\$1.4M**); and
  - Transfer of corridor management fees as each stage is built (NPV **\$680k**).
- When this is apportioned to all the local stakeholder governments, the annual O&M cost will be relatively modest compared to the significant economic contribution the MRT will make to the region.
- An ACT Government contribution towards O&M will reduce costs to the two councils.
- Volunteer work on the MRT will further reduce the cash spend required. As the extent of the contribution is highly uncertain, no allowance for this has been made.

An estimate of MRT O&M cashflow is provided in the following chart taken from **Appendix A**.

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### 3.4 Economic Impact Assessment (Cost/Benefits Analysis)

An economic analysis was performed using a discounted cashflow model and assumed a project start in 2023. The model calculated the Net Present Value (NPV) and Benefits-to-Cost Ratio (BCR) for the MRT project. It assumed a project start in 2023 and used a study period of 30 years. The foregoing sections describe the key input assumptions and results.

#### 3.4.1 Costs Analysis

The cost analysis uses costs as described in **Section 3.3 “Projected Costs”**, which encompasses capital costs and on-going costs. For the purposes of the BCR and NPV the following has been assumed:

- Capital costs for development stages are incurred up-front in four stages, three years apart and take two years to complete; and
- O&M costs incremented on a distance *pro-rata* basis for each stage completed. That is, flat step-up increments which are cumulative as each stage is completed, with the maximum net average O&M cost being reached after **Stage 4** is completed.
- **Stage 1** includes a non-corridor section from Queanbeyan to Tralee and the O&M cost for this section was assumed to be the same as rail corridor rate.

For the purposes of the NPV and Benefits/Costs, the following stages and capital costs were used:

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Stage	Segments (See Appendix B)	Capital Cost (\$M 2023)	Length (km)
1	0,1,9	\$15.4	64 (+13)
2	3,5,7	\$12.0	40
3	6,8	\$17.8	64
4	2,4	\$18.8	34
TOTAL	0-9	\$64.1	216

Using a discount rate of [7%] the NPV of costs is [\$45.5M] (2023\$).

## 3.4.2 Benefits Analysis

Benefits can be categorised as economic and non-economic (utility benefit to users). The economic benefits can be split into direct revenue raising associated with “user pays” and indirect associated with economic benefit to the region from visitors injecting funds into existing and new business as a result of their visit e.g. accommodation and food, bike hire, bike repair, using other fee-based attractions or facilities etc.

The economics associated revenue raising from “user pays” are dealt with in **Section 3.3.2 “On-going Costs (Operations & Maintenance)”**, as they are considered as an offset to MRT O&M costs.

Focusing on the economic benefits to the region from visitors, the Feasibility Study<sup>12</sup> 2019 derived the incremental expenditure associated with the MRT based upon existing rail trails and are provided in the **Table 3.3** below.

Category Number	Category Description	Predicted Visitors/year	Predicted Expenditure
1	New day trippers	26,000	\$3.8M
2	Day trippers converting to overnight stays	2,500	\$0.4M
3	Overnight stay extended by a day to use trail	2,500	\$0.4M
4	Attracting new overnight visitors	25,000	\$19.7M
	<b>TOTAL VISITOR NUMBERS</b>	<b>56,000</b>	<b>\$24.3M</b>

**Table 3.3** – Feasibility Study Visitor Numbers and Predicted Expenditure

Information is available from operating trails (e.g. Tumbarumba, Otago etc) to support the positive economic impact demonstrating significantly high benefit cost ratios. There is nothing to suggest that the MRT, which is a superior product with better access to its visitor base will at least equal and most probably surpass the economic benefit of other trails.

The economic analyses assumes that on the first year of full operation total visitor expenditure achieved is 20% of the long-term average and climb by 20% per year until it reaches 100% of the long-term average.

Using a discount rate of [7%] and a study period of [30 years], the NPV of benefits from visitors is [\$188M] (2023\$).

<sup>12</sup> “Monaro Rail Trail Feasibility Study Draft Report October 2019” p134

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There are other non-economic benefits associated with:

- Physical and mental health improvement;
- Creating greater social cohesion between local communities, families and individuals;
- Providing low-cost access to recreational activity to local communities, including the aged and people with disabilities;
- Improving the brand/reputation of the region;
- Increasing bushfire safety by providing better access to bushfire prone areas during high risk or emergencies (when trail is closed to users); and
- Increasing awareness of the region's environment and heritage.

Although other business cases have attempted to translate these into economic benefits, it is considered the calculations used to quantify them have very high range of uncertainties and, in some cases, questionable validity. As such, these are not included apart from the non-quantitative narrative here.

## 3.4.3 NPV and BCR for MRT

Summarising the results of the economic analysis for the MRT using a discount rate of [7%] and a study period of [30 years] yields [\$143M] NPV (2023\$) and a [4.1] Benefit-to-Cost Ratio (BCR). **Table 3.4** shows the sensitivity of NPV and BCR to adverse movements in key parameters.

Sensitivity Parameter	Sensitivity Value	Comment	NPV (\$M)	BCR
Stage 1 Capital	Cost for constructing Stage 1	Increase costs by 30% from \$15.4M to \$19.9M	\$138	3.8
Discount rate	10%	Increase discount rate from 7% to 10%	\$92.5	3.4
Economic Benefits	10% Ramp-up of economic benefits	Ramp annual visitor revenue up more slowly, starting at 10% (from 20%) and increase at 10% (from 20%)	\$109	3.4
Sale of rail	\$50/tonne	Quarter scrap value from \$200/tonne to \$50/tonne	\$142	4.0
O&M cost	\$1.2M/year	Double O&M cost from \$0.59 to \$1.2M (inc. Stage 1 costs)	\$138	3.8

**Table 3.4** – Sensitivity of MRT to adverse movements in key parameters

As the base case and sensitivity analysis all yield an NPV much greater than zero and a BCR much greater than one, the economics of the project are very compelling.

## 3.5 Proposed Funding Arrangements (including Segment funding)

It is proposed that the MRT is developed in stages. MRT Inc has done considerable work on developing a staged approach for implementing the MRT, which includes a multi-criteria analysis to determine segments and their groupings to present for funding and implementation.

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**Stage 1** includes the two highest ranked segments (Queanbeyan to Michelago and Bombala to Jincumbilly), and it is anticipated that a further 2 or 3 stages will be developed to complete the total MRT.

## 3.5.1 Staged Development and Priorities

MRT Inc developed a structured approach by defining ten MRT “segments” and applying simplified Multi-Criteria Decision Making (MCDM) analysis to rank segments and group them into development stages to sequence development. **Stage 1** presented in this Business Case is an outcome of this process. **Appendix B** details the process for segment definition and ranking.

The results of the MRT segment definition process and multi-criteria analysis to rank segments in order of preferred development are shown in the table below extracted from **Appendix B**.

Segment	Termination/Trailhead	Distance (km)	Average Weighted Score (%)	Ranking (Highest = 1 Lowest = 9)
0	Queanbeyan Station – Tralee/South Jerrabomberra <sup>13</sup>	13	-	-
1	Tralee/South Jerrabomberra (Queanbeyan) - Michelago	39	89%	1
2	Michelago - Colinton	17	65%	5
3	Colinton - Bredbo	12	55%	6
4	Bredbo - Chakola	17	53%	8
5	Chakola - Cooma	18	68%	4
6	Cooma - Nimmitabel	39	69%	3
7	Nimmitabel – Old Bombala Road	10	55%	7
8	Old Bombala Road - Jincumbilly	25	43%	9
9	Jincumbilly - Bombala	25	75%	2
<b>Total</b>	Queanbeyan - Bombala	216		

Some judgement was used in grouping segments into stages. The primary driver for selecting the first stage for development was optimising quantum of grant sought and minimising risk of successful implementation. Selecting the two highest ranked segments (Tralee/South Jerrabomberra (Queanbeyan) - Michelago and Jincumbilly – Bombala) resulted in:

- Grant funding of approximately 24% total MRT delivering 36% of length. **Stage 1** requires **[\$15.4M]** of capital, which is considered an optimal amount relative to the total MRT capital required and the source of grant funding.
- The segments contain no major bridges or 100km/hr highway crossings - lowering cost, complexity and risk of delivery, and include a section of existing pathways.

<sup>13</sup> As discussed in Section 3.3.1 “Capital Costs”, the “Trail Development Plan” has identified low cost options for providing trail/road access separate to the rail corridor from Queanbeyan Station to Tralee.

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- Segment 1 is the closest to very large population centres resulting in immediately high levels of usage (creating product awareness and driving demand) and Segment 9 is in an area of economic distress requiring economic stimulus.

Work has been done in defining future stages. It is envisaged that an additional two or possibly three stages will be required to deliver the total MRT. Definition of these stages will be completed based upon feedback on **Stage 1** grant funding submission and future detailed segment implementation planning.

#### 3.5.2 Grant Funding Structure

Grant funding will be sought from appropriate NSW/Federal sources for the capital required to develop the MRT – initially **Stage 1**. The grant proponents will be a combination of the two Councils, Snowy Monaro Regional Council (SMRC) and Queanbeyan-Palerang Regional Council (QPRC) through which the MRT traverses.

It is proposed that the grant structure for **Stage 1** of the MRT is in two parts:

3. Funds for construction of Stage 1 - total **[\$15.4M]** in 2023.
4. Funds to plan develop of future stages - funds will be required to plan Stage 2 and onwards similar to the “Trail Development Plan” produced for Stage 1. The MRT estimates **[\$0.4M]** one year before Stage 1 completion i.e. end of 2024 will be required for planning all future stages to complete the MRT.

**Total grant funding sought is **[\$15.8M]**.** The grant funding sought assumes:

- The corridor being leased from the NSW Government to the grant proponents – SMRC and QPRC for the sections within their LGAs;
- Transfer of assets on the corridor:
  - including steel rail to be sold to offset O&M costs;
  - excluding buildings etc. forming part of the Cooma and Bombala Railway heritage precincts;
- Transfer of management fees currently paid by the NSW government for maintenance of the corridor to be used to offset O&M costs.

## 4 IMPLEMENTATION CASE

### 4.1 Activity Program & Key Milestones

The co-ordination committee of the MRT, which includes SMRC, QPRC and MRT Inc has put considerable effort into planning the first stage of development for the MRT. SMRC commissioned a detailed “Trail Development Plan”, which was completed in March 2022.

Assuming the a grant application is made in 2022 and funding granted by the end of 2022, **Table 4.1** below outlines the expected dates for the completion of the key milestones of **Stage 1** post grant funding approval.

## Monaro Rail Trail – Business Case

A high level Gantt chart for the full development of the MRT is in **Appendix D**. A detailed Gantt chart will be developed after grant funding is approved for **Stage 1**, providing the project schedule in detail.

Milestone	Start	Finish	Responsibility
1 Establish Project Governance Arrangements	08/04/2022	02/06/2022	Project Team SMRC/QPRC/MRT Inc
2 Complete Detailed Design	05/12/2022	24/02/2023	Project Team
3 Public & Landholder Consultation	08/04/2022	30/06/2022	SMRC/QPRC
4 Develop Biosecurity Plan	29/03/2022	18/05/2022	Project Team
5 Perform Heritage Assessment	29/03/2022	18/05/2022	Project Team
6 Legislation for MRT corridor	08/04/2022	29/12/2022	NSW Government
7 Planning Applications Review and Approvals	27/02/2023	21/04/2023	Project Team/ SMRC/QPRC
8 Construction tendering & contractor engagement	27/02/2023	09/06/2023	Project Team
9a Construction Stage 1 - Queanbeyan/Michelago	12/06/2023	28/05/2024	Project Team
10a Commissioning & Opening Stage 1 Queanbeyan/Michelago	28/05/2024	28/05/2024	Project Team/ SMRC/QPRC
9b Construction Stage 1 - Bombala/Jincumbilly	12/06/2023	16/04/2024	Project Team
10b Commissioning & Opening Stage 1 Bombala/Jincumbilly	16/04/2024	16/04/2024	Project Team/ SMRC
11 Post-implementation Review and Report	28/05/2023	28/07/2023	Project Team or JV
12 Establish on-going Governance Arrangements for O&M, e.g. JV Inc	05/12/2022	08/09/2023	SMRC/QPRC/MRT
13 Stage 2+ Implementation Plan Developed	05/12/2022	08/09/2023	Project Team or JV

**Table 4.1 – Key Milestone**

#### 4.2 Scope of Works

The initial scope of work for **Stage 1** will be based upon the recently drafted Trail Development Plan (TDP) prepared by experienced consultants. The report details the work required to convert the existing corridor into a functioning Rail Trail and is fully costed.

The costings are used in this Business Case and will be a basis for tendering work should grant funding be successfully obtained.

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Monaro Rail Trail – Business Case

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The TDP will also be the basis for developing a full project management plan for **Stage 1**.

It is planned to seek funding for a TDP for the stages beyond **Stage 1** to provide more accurate costings for future grant applications and subsequent project develop planning.

#### 4.3 Project Delivery

Consistent with the Feasibility Study recommendations, the SMRC has commissioned a detailed trail design – a “Trail Development Plan”. This Plan in conjunction with a Business Case, will be the basis for any grant applications associated with MRT’s Stage 1.

Based on a successful grant application, it is proposed that a governance and management structure be established to implement MRT Stage 1 and subsequent stages. See **Section 4.4** for a full description of a permanent, on-going structure. Before the on-going structure is established, a project management structure will be convened immediately comprising of the following elements:

- **Steering Committee:** consisting of decision-making representatives of SMRC, QPRC and MRT Inc and grant body, if required.
- **Project Manager:** A competent and experienced manager to oversee the Stage 1 project. Responsible for the project budget and resource allocation, including contracting work. Reporting to the Steering Committee.
- **Project Management resources:** Administrative, financial, project management and engineering resources to assist the Project Manager. Brought in as required – may be full or part time.
- **Project Management Framework:** The policy, procedures (including reporting) and systems to be used for the MRT Stage 1 and future stages. This is likely to come from council stakeholders who currently manage projects within their LGAs. These may need to be adapted/modified to cater for any specific grant body requirements.
- **Grant funding accounting:** An accounting system consistent with the grant bodies requirements for accounting and reporting of funds received and spent on the project. This is likely to come from council stakeholders, who have systems already in place.
- **Contracted construction services:** Local (wherever possible) businesses contracted to construct Stage 1. Contracted to one of the Council stakeholders and managed by the Project Manager (similar to arrangements seen in unincorporated JVs - see Section 4.4). Procurement policy and procedures for services and supplies are likely to come from council stakeholders, who have systems already in place and will be acting as a contractual counterparty.

The detailed “Trail Development Plan” prepared by SMRC consultants will be used as the basis for project planning of Stage 1 of the MRT. The most significant part of this stage is the development of a project management plan including critical path networks, resource plans and project budget etc.

#### 4.4 On-Going Governance of Rail Trail

#### Monaro Rail Trail – Business Case

The “NSW Rail Trails Framework” broadly proposes three governance frameworks<sup>14</sup>, which depend upon the specific circumstances of the Rail Trail project. Reviewing these models, the one best suited to the MRT is the “Advanced or multi-council” model with proposed representation from SMRC, QPRC and MRT Inc.

This model requires the creation of an “entity”. It is proposed that the “entity” be an unincorporated JV, as this does not require councils (or MRT Inc) to create an incorporated subsidiary, minimising the regulatory requirements and complexity this entails. The JV would be based upon a MRT JV Agreement setting out the JV’s purpose/scope, decision making and operating protocols, including funding and staffing. Importantly, as the JV is unincorporated, the JV members need to agree who will serve as the counterparty for contracts (and any employment) and where services are drawn (and paid) from. It is proposed this role is served by SMRC, as is it will be the majority owner/controller of the MRT asset.

Consideration may also be given to include major stakeholders such as the ACT Government and adjoining landholders’ representation. The JV will manage the trail, including:

- Trail maintenance and operations, including landholder relations;
- Marketing and managing revenue raising - the objective is to increase visitation and minimise Council funding by supplementing with revenue from businesses and trail users; and
- Planning and managing the staged development of the MRT.

On successful grant funding of **Stage 1** and evolving from the management structure described in **Section 4.3** dealing with project delivery, it is proposed that a joint venture (JV) with a comprehensive JV agreement be established to replace the project Steering Committee. The MRT JV will assume project development, implementation and O&M responsibilities of the MRT.

Funding arrangements for the MRT would be managed by the MRT JV. Broadly the funding arrangements are envisaged to involve creation of MRT funds for:

- Grant for capital to develop/implement stages commencing with **Stage 1**;
- Grant for implementation planning of stages beyond **Stage 1**; and
- O&M including income to offset O&M costs.

This funding arrangement will support a clear separation of MRT funding and activity from the individual stakeholders in the JV. One of the key purposes of this approach is to give comfort to grant bodies and other stakeholders that funding will be applied to MRT activity only and be accounted for separately and transparently.

#### 4.5 Risk Identification and Mitigation

Councils manage risks via a framework that includes a Risk Management Policy and Enterprise Risk Register which ensures risks are appropriately assessed, controls are documented, and action plans are in place to eliminate or minimise the organisation’s risk.

<sup>14</sup> “NSW Rail Trails Framework” June 2022 p21-23

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The risk management framework for the MRT project provides a logical and systematic process based upon Australian Standards and industry best practice. It aims to achieve an appropriate balance between realising opportunities while minimising potential losses.

As part of the planning for the MRT project a comprehensive risk management assessment was performed using Councils' risk management framework. Representatives from SMRC, QPRC and MRT participated in several workshops to identify risks and associated mitigation measures. Participants included people competent in risk management assessment and planning. The group involved included engineers, lawyers, business executives, town planners from various government and private sector backgrounds including asset management, project management, military risk management, market/trading risk management and stakeholder management.

The risk assessment followed Councils' process, which aligns with industry best practice. This involved identifying risks which were categorised into nine risk areas, and each assessed in three MRT project development phases – planning, construction and operation.

The risks were assessed for likelihood and consequence, which were combined to yield a risk rating. Mitigation measures for each risk were determined and a residual risk rating was determined. The full risk matrix is provided in Appendix E - MRT Risk Assessment. Table 4.2 provides a summary of residual risks (risks after mitigation measures) for each risk area and associated ratings.

Risk Area/Category	Residual Risk (Risk after mitigation)		
	Low	Medium	High
Asset Management	13	8	2
Environmental Security	9	4	
Economic Activity	1	3	
External Political Environment	2	2	1
Financial Sustainability	4	3	1
Health and Safety	1	3	
Legislative, Government and Compliance	7	1	
Reputation and Image	5	2	
Service Delivery	1	2	

**Table 4.2** – Summary of number of risks by rating for each risk area.

Of the 75 risks identified, four risks were identified as remaining “high” after mitigation measures:

- 1) **Future financial planning based on unknowns/inaccurate figures** - Asset Management: In the planning phase, it was considered residual risk remains inherently high, as the financial estimates for the project capital work and future operations and maintenance may be higher than estimated. A full Trail Development Plan for the remaining stages, and firming up certainty of operational revenues e.g sale of rail etc to defray operation and maintenance costs will reduce the risk rating;
- 2) **Unforeseen consequences of the conditions of existing assets received** - Asset Management: The rail corridor and associated assets are in various states of repair, and a Trail Development Plan has assessed and costed the work required for Stage 1.

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There may be some unknown issues associated with Stage 1, and a full assessment of the remaining Stages is yet to be performed;

- 3) **Political interference/intervention local, state and federal levels to slow/stop project/stages** – External Political Environment: Despite the inherent net benefits of the MRT project, there may be external factors beyond the project's merits that reduce grant funding, delay the project and/or change its scope; and
- 4) **Successfully obtaining capital funding within three years** – Financial Sustainability: The outcomes of grant processes are inherently unknown, both in timing and in quantum. Grant sources and associated dates and funding criteria are inherently out of the project's control, thus presenting a high and marginally manageable risk. (This risk was the only one identified as “Extreme” before mitigation measures, which were a professional presentation of the grant application).

#### 4.6 Legislative, Regulatory Issues & Approvals

##### 4.6.1 Legislative Changes and Transfer of Control [To Update]

[SEE “NSW Rail Trails Framework” June 2022 p15-20]

All Rail Trail projects require an amendment to the *Transport Administration Act 1988* to allow for the removal of railway tracks and other works for the purpose of a Rail Trail. The amendment will ensure the rail corridor remains in public ownership. Transport for NSW will ensure land is available for transport purposes if required in the future.

Repurposing a non-operational rail corridor to a Rail Trail can only occur once the project has met NSW Government requirements and funding has been secured. The process of amending the legislation can take up to six months.

Transport Asset Holding Entity of NSW (TAHE) will continue to own the land on which future Rail Trails are located. TAHE as the landowner will lease the land to the local council for construction, operation ownership and maintenance of the Rail Trail asset for a nominal fee, with a lease length of up to 30 years. TAHE will retain ownership of the land for the following reasons:

- no land title change is required
- Rail Trails continue to be permissible and without development consent (pending the land zones) if undertaken by or on behalf of a council(s), while under NSW Government ownership
- it provides greater certainty for project proponents that decisions relating to the Rail Trail will be prioritised
- it ensures the land is retained for use as a continuous transport corridor if the Rail Trail needs to be decommissioned in the future
- it reduces the potential for time delays with the transfer of ownership to another NSW Government entity, such as Crown Lands
- it ensures minimal constraints on commercial opportunities and place activation along the Rail Trail. If ownership were transferred to Crown Lands, limited commercial activity would be permitted. Rail Trail operators across Australia and internationally have highlighted the importance of fundraising through commercial uses and place activation to support the ongoing operation and maintenance of Rail Trails.

##### 4.6.2 Environmental Impacts [To Update]

[UPDATE based upon external consultant's work when it becomes available]

The council(s) proposing the new Rail Trail must address any environmental, heritage and cultural impacts that may result from the Rail Trail proposal, such as biosecurity concerns. This includes impacts identified through planning controls, Environment Impact Statement (EIS) findings such as contamination, and issues raised through the Rail Trail community consultation process.

During the community consultation process, owners of land adjacent to a proposed Rail Trail may raise concerns about biosecurity, animal welfare and other environmental impacts. For example, several issues were raised in the

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consultation process for the Tumbarumba to Rosewood Rail Trail relating to animal welfare, including the risk of sheep being chased by dogs, cows being scared by cyclists and the need for livestock to safely cross the Rail Trail to access water. A council proposing a Rail Trail is encouraged to work in partnership with Local Land Services to establish a system allowing landowners to confidentially discuss any concerns such as security risks, crime or loss of privacy.

Other heritage, social or cultural groups may also raise concerns around environmental impacts. It's also possible Aboriginal middens or an endemic endangered plant species could be found on the proposed Rail Trail. If this is the case, their protection must be planned for and addressed in an Environment Impact Statement. Once concerns have been identified, mitigation measures should be incorporated into the Rail Trail proposal and concept, and detailed designs and communicated with landowners.

### 4.7 Proposed Management Activities

#### 4.7.1 Risk Management

SMRC and QPRC recognise and understand project risk management is a fundamental element of successful project management. The Councils operate their activities in context of their respective Risk Management Policies. The policy framework is aimed at minimising risk, and wherever possible, identified risks will be transferred or mitigated against to minimise exposure to high-risk activities.

The MRT is a strategic and material project for the region. As such, a comprehensive risk management assessment has been performed (see section 4.5 'Risk Identification and Mitigation' and Appendix E 'MRT Risk Assessment').

As part of the management process, risks will be allocated for responsibility and accountability. The project risks and mitigation measures will be monitored and reported on as part of the project governance process. This includes explicitly reviewing risks and associated mitigation measures in project management and operational management meetings, underpinning informed management action.

#### 4.7.2 Project Management

As with all SMRC projects, including for the design and construction of the MRT are the general principles of AS/NZS ISO 31000.

The MRT - Stage 1 Risk Management Plan will provide the outcomes of applying these principles, and be informed with SMRC's knowledge and experience in the risks of undertaking their activities and programs.

## APPENDIX A – O&M COSTS AND REVENUE FOR MRT

The cost of maintaining the MRT is an important consideration for the two Council stakeholders and their rate payers.

Funding the ongoing operations and maintenance (O&M) costs of the MRT is envisaged to come from a number of sources. The O&M responsibility will rest with the two councils responsible for the MRT in proportion to the length in their LGA. It is envisaged that the total O&M cost will be offset from three sources:

- **Sale of steel track** - Initial base funding is envisaged to be sourced from the proceeds of selling steel rail recovered from the corridor. The steel rail is assumed to be part of the transfer from the NSW State Government to the Council MRT owners.
- **Transfer of corridor management fees paid to a contractor** - it is proposed the fees made by the NSW Government to a contractor to manage the unused corridor are transferred to the MRT and reserved for O&M.
- **Recurring income from MRT users** - recurring income will be sourced from MRT users. User pay schemes exist on rail trails in NZ and if applied to the MRT would generate substantial income. This can be boosted by partnerships with supporting businesses, donations and subscriptions.

All income will be held in a separate fund and drawn upon as required for O&M activities.

The following discusses the O&M costs that can be expected and the sources of offsetting income.

### A.1 O&M Costs

SMRC's funded MRT feasibility study surveyed various rail trails in the USA and elsewhere. The consultants found a very wide range of O&M costs and acknowledged that they were driven by a wide range of factors (topography/weather of trail, quality of initial build, surface sealing, volunteer contribution etc).

The feasibility study consultants found that 60% of rail trails they surveyed were maintained by government agencies, with the remaining 40% maintained by non-profit or volunteer organisations. In the USA, government run trails were found to cost AUD\$1,750/km/annum, whereas non-profit/volunteer run trails were approximately AUD\$600/km/annum or a third of the cost.

The consultants used conservatively high maintenance costs of the proposed MRT, which were at the high end of the range of their estimates. This yielded a cost in the order of \$750,000 per annum – an average of \$3,500/km/annum. More current and relevant data from other rail trails suggest this conservatively high estimates may not be particularly relevant to the MRT.

**Table A1** compares of trail maintenance costs using data from different sources.

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Source of data	Nature of data and date of report	Cost Rate (AUD\$/km)	Total annual cost for MRT 213km (AUD\$/year)
Draft Feasibility report 2019 refers to survey of USA and other data.	Data not necessarily specific to rural cycle trails similar to MRT.	\$3,503	\$749,725
Draft Trail Development Plan March 2022	“Bottom up” build-up of costs for <b>three segments, which includes a bridge.</b> (see Notes c & d)	<b>\$2,923</b>	\$216,910
Draft Trail Development Plan March 2022	“Bottom up” build-up of costs for <b>Stage 1</b> (see Note c).	<b>\$2,701</b>	\$172,610
NZ Government (1)	Data averaged for 22 rural cycle trails. Dated 2015	\$1258	\$267,954
NZ Government (1)	Data specific to Otago Central Rail Trail. Dated 2015	\$1110	\$236,430
NZ Government Dept of Conservation. (2)	Budget for Otago Central Rail Trail 2019/20 (see Note a)	\$1560	\$332,280
Clare Valley Riesling Trail South Australia 2019	Operating Budget 2019 (see Note b)	\$1181	\$251,553

**Table A1 – Maintenance Cost Comparisons<sup>15</sup>**

- Note a. Cost covers trail surface, amenity and structure maintenance, weed control and structural inspections by qualified staff.
- Note b. Cost covers trail surface, weed control and asset maintenance.
- Note c. Excludes non-corridor segment from Queanbeyan to Tralee.
- Note d. Excludes allowance for resurfacing (20yr life) and bridge replacement.

The data presented above in **Table A1** clearly illustrates that there is a significant difference in estimates of maintaining rural cycle paths. We believe that the Otago Rail Trail data, which has been collected annually since February 2000 when the trail opened, is more relevant to the MRT because of similarities of climate and type of trail. In particular, the low rainfall environment contributes to less erosion of the trail surface. The Otago Trail has

<sup>15</sup> Sourced from (1) “Ngā Haerenga, The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs. A report prepared for the NZ Government Ministry of Business, Innovation and Employment” Antong Victorio 5 August 2016 and (2) “New Zealand Government Dept of Conservation - Otago Central Rail Trail work forecast” June 2019.

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several large steel bridges whereas the MRT has bridges of shorter length but of timber construction, so extra allowance may need to be made for upkeep of bridges on the MRT corridor. Nevertheless, the real-life Otago Rail Trail data does suggest that maintenance on the MRT could well be much less than \$750,000 suggested in the feasibility report.

A lower estimate for MRT O&M using a “bottom-up” approach was presented in the initial draft of the Trail Development Plan provided in March 2022. This indicated a total annual O&M cost of \$172,610 for **Stage 1** rail corridor, equating to a \$2,701/km/annum rate. The report costed three segments, which included a significant bridge. Using all three segments, the total annual O&M cost was calculated to be \$216,910, equating to a \$2,923/km/annum rate. These costs excluded end-of-life (est. 20 years) resurfacing of sealed segments and bridge replacement.

To be conservative, the economic analysis uses the Trail Development Plan estimates for rates shown in bold in **Table A1**. For **Stage 1** (including the non-corridor segment from Queanbeyan to Tralee) and using the three segment rate for the remaining corridor yields a total O&M annual expenditure of **\$590k** for the total MRT.

#### A.2 Income to Offset Maintenance Costs

Income generation by the MRT and friends of MRT Inc should contribute significantly to offset operational costs.

##### A.2.1 “User Pays” Income Contribution

Will trail users pay for the experience? Rail trails are immensely appealing and provide users with a high level of satisfaction. Users are therefore prepared to contribute in many and different ways to maintenance funding.

Unlike many popular national parks with defined entry points where user pay fees can easily be collected, rail trails have many entry/exit points and there can be no similar fee collection mechanism. A number of mechanisms for income streams are necessary. Some of these are evaluated and shown in the **Table A2** below. Many of these have been successfully implemented on other rail trails in Australia and overseas.

Assuming a cautious approach, a probability of achieving income has been associated with each income line item, and a risk adjusted total income has been calculated at \$259k with a weighted risk factor of 80%. Therefore, we believe it is reasonable to offset annual O&M by \$259k per annum of income for the total MRT when fully operational. Assuming a four-stage development of the MRT, the income stream associated with Tour Operators will not occur until Stage 3 becomes operational i.e. \$183k of the total \$259k.

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ACTIVITY	COMMENT	ACTIVITY VALUE	ANNUAL INCOME/ PROB.	RISK ADJ. INCOME
<b>User Subscription.</b> User pays system via Tour Operators as part of <b>MRT Business Partnership Program</b>	In place in NZ. 1. Tour Operators collect \$12.50 per day per client. <b>*Assume organised tours begin from Stage 3.</b> 2. Cycle hire operators collect \$2.50 per day bike hire.	Tour Operators deal with 13% of the estimated 25,000 users = 3250 clients x \$62.50 for a 5-day MRT trip  10,000 hire events per year	*\$203,125 90%  \$25,000 90%	*\$182,813  \$22,500
<b>MRT Business Partnership Program</b>	In place in NZ. Advertising in MRT media and signage.	20 memberships x \$250 10 memberships x \$500 5 memberships x \$1000	\$15,000 90%	\$13,500
<b>Donations to MRT</b>	Donations via e-banking only at key entry points to the rail trail (QR Code) and MRT website.	5,000 donors x \$5	\$25,000 70%	\$17,500
<b>Membership of "Friends of MRT"</b>	Family and individual annual membership fees.	Family 100 x \$70 Individuals 300 x \$35	\$17,500 50%	\$8,750
<b>Billboard advertising on rail corridor</b>	Already in place near Royalla and Michelago. Expansion may be resisted by community	Advertisers currently paying \$6000 to \$8000 per exposure. Managed by a third party.	\$20,000 50%	\$10,000
<b>MRT Annual Ride/Run and other events</b>	These will develop with time as MRT user numbers increase. Fee paying rides or running groups.	- Entry fee - Merchandise Sales	\$20,000 20%	\$4,000
<b>Annual Income Unadjusted</b>	No uncertainty applied.		<b>\$326k</b>	
<b>Annual Income Risk Adjusted</b>	Uncertainties applied.	Value weighted uncertainty = 80%		<b>\$259k</b>

**Table A2** - Sources of income generation on the MRT when fully established

A.2.2 Sale of Steel Rail Track Income Contribution

The 213km of the MRT has the steel track largely intact. It is assumed that the steel track will be transferred with the other assets of the rail corridor. The track has significant scrap value, and it is proposed to sell the scrap steel and the proceeds of any sale would be retained and contribute to the on-going O&M of the MRT.

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A review (March 2022) of pricing for scrap steel indicates a conservative estimate of \$200/tonne. Applying this to the full 213km of the MRT yields a current value of \$3M. Recovery and sale of the track would be as each stage of development is undertaken. As such, allowance needs to be made for price volatility as well as transport and other logistical costs. We are allowing for a recovery of two-thirds of the track values as net, risk adjusted funds – yielding a current value of \$2M. As the rail is recovered in stages, the contribution will build proportional to the length of the MRT having been developed. The NPV of the total recovered rail as each stage is completed is estimated to be **\$1.4M**.

#### A.2.3 Transfer of NSW Government Corridor Management Fee

The NSW Government pays a contractor - currently UGL, replacing formerly contracted John Holland Group - for the management of the unused rail corridor.

It is proposed that a further contribution to offset O&M costs is the management fee that the NSW Government would otherwise continue to pay for the management of the unused corridor.

Several years ago, the total contract value was made public. Applying the total NSW rail corridor length under the contract, a rate of approximately \$400/km/year was calculated. Applying this to the 213km MRT yields a pro-rata current value of \$85k/year.

It is proposed the NSW Government transfers the funds to the MRT in proportion to the length of the stages completed. The NPV is estimated to be **\$680k**. It is proposed the funds are transferred at the commencement of each stage in proportion to the length of the MRT being developed.

#### A.3 Net O&M Costs

From the results above an annual average O&M of **\$590k** is considered realistic for the total MRT without any offsetting income. **Stage 1** consists of 68km in the rail corridor (with potentially up to 6 km additional pathways joining Queanbeyan Station to Tralee). **Stage 1** represents 32% of the MRT and an estimated O&M cost of **\$186k** without any offsetting income.

However, a significant income stream can be generated from a portfolio of sources to offset those costs.

The O&M costs and off-setting income have been included in the financial analysis to determine the key financial parameters for the total MRT, although not significant in its impact on NPV and BCR (see **Section 3.4.3**).

It is difficult to provide a meaningful net levelized annual O&M cost, particularly for the early stages. Firstly, the income to offset O&M is “lumpy” e.g. sale of rail occurs after its recovery for each stage of development; “user pays” income builds up as users visit, and the build up and level compound uncertainty; and NSW Government fee transfers is subject to its contract with the current corridor manager. Never-the-less, the offsetting contribution will be significant. Secondly, it is envisaged that the O&M spend will be modest in the early

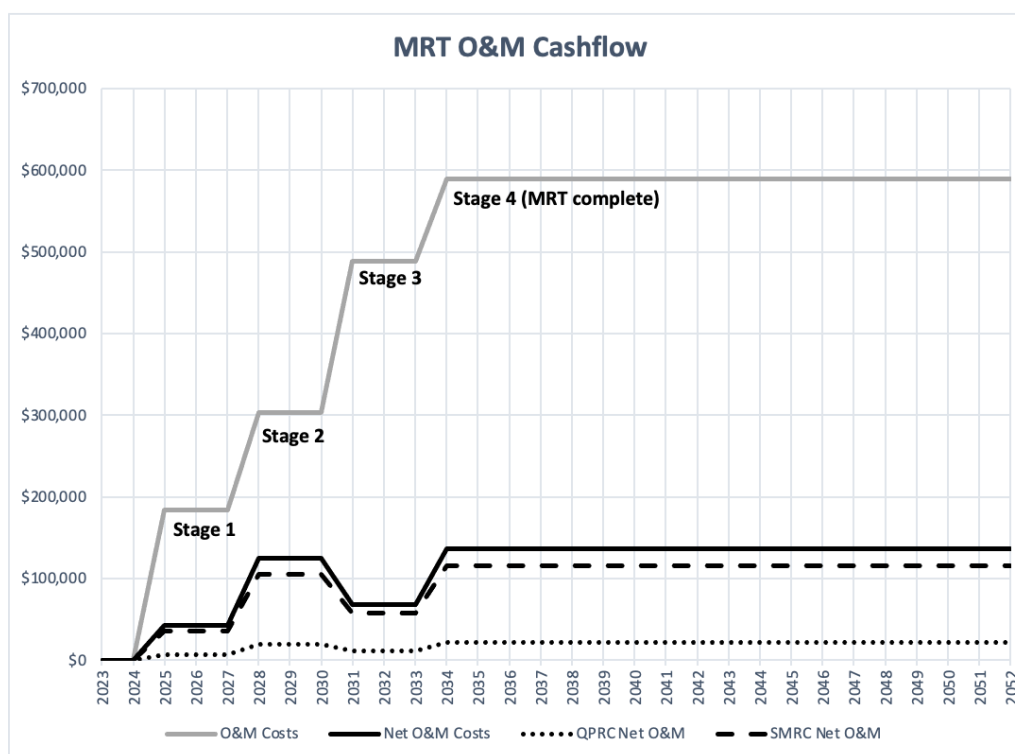
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stages of a new MRT, as is the case with most new assets. The use of an O&M reserve fund to create a buffer for “lumpy” expenditure and offsetting income is critical to transparency and good financial management.

The **Chart A1** illustrates an approximation of the net O&M cashflow assuming:

- Annual O&M costs are incurred as each stage is completed using the rates in **Section A.1**;
- Sale of steel tracks occurs at the end of each stage construction, and the proceeds are invested and an annual income stream is created from the investment;
- NSW corridor management fee is transferred as each stage is completed and that section is transferred to Councils’ control;
- “User pay” income is generated as per **Section A.2** with income only including tour operator fees (71% of long-term income) at the start of Stage 3 operation; and
- The MRT is developed in four stages, with each stage three years apart.

As previously stated, the annual average O&M is estimated to be \$590k for the total MRT and \$186k for **Stage 1** without any offsetting income. However, with offsetting income the net O&M cost is estimated to be \$137k for the total MRT and \$43k for **Stage 1**.



**Chart A1 – MRT O&M Cashflow Estimate**

#### A.4 Cost Sharing by Local Government Stakeholders

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The 213km rail corridor traverses the QPRC 30km and SMRC 183km. At first glance this factor of length of traverse maybe a simple way of cost sharing but there is an argument that the ACT Government should be included in cost sharing arrangements. The ACT borders the western side of the rail corridor from Queanbeyan to a point near Williamsdale, a length of 30km. Most probably Canberra riders will dominate the user demographics and Canberra accommodation and hospitality business sectors that stand to gain from the increased interstate tourism related to the rail trail. Perhaps the QPRC and the ACT should have an equal role in cost sharing along that 30km segment of the rail trail.

In **Table A4** below, the net operational cost of maintaining the line is apportioned to the three stakeholders and done based on each stakeholder's exposure to the rail corridor. It is apparent that the real cost of supporting the MRT is very small for the QPRC and the ACT government. For the SMRC the cost is larger but compensated by the benefits to each of the communities along the rail corridor and nearby.

Stakeholder	Length of access to rail corridor (Total 203km)	Cost Sharing proportion
QPRC	approx. 23km	7%
ACT Government	approx. 23km	7%
SMRC	180km	86%

**Table A4** - A simple approach to cost sharing by the three key stakeholders where cost is apportioned based upon length of frontage to the rail corridor.

Taking a distance *pro-rata* approach, **Stage 1 O&M costs** are estimated to average \$186k per annum without income offsets. These costs are split almost equally between SMRC and QPRC LGAs on a *pro-rata* distance basis (approximately \$93k each).

The involvement of community groups along the corridor will be important. Some will provide voluntary labour for some maintenance projects and others will see the rail trail corridor as an opportunity to enhance an existing or new activity e.g. showcase rail history or land-care. Judging from community participation in trail maintenance in other regions of Australia there is no reason to believe the same will not happen on the MRT. Volunteer work on the MRT will further reduce the cash spend required. As the extent of the contribution is highly uncertain, no allowance for this has been made.

#### A.5 Summary

- We are confident the O&M costs of the MRT will not be as high as stated in the 2019 Feasibility Study. Several comparable trails have much lower average annual average costs for O&M.
- The rate we believe to be reasonable, and conservative for **O&M costs is in the order of \$590,000 per annum for the total MRT when complete.**
- The net average outlay for O&M of the total MRT will be significantly lowered by income from:
  - A number of "user pays" income sources;
  - Sale of steel rail when recovered as each stage is built (NPV **\$1.4M**); and
  - Transfer of corridor management fees as each stage is built (NPV **\$680k**).

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- When this is apportioned to all the local stakeholder governments, the annual O&M cost will be relatively modest compared to the significant economic contribution the MRT will make to the region.
- Taking a distance *pro-rata* approach, **Stage 1 O&M costs without income offsets** are estimated to be an average of \$186k per annum, split almost equally between SMRC and QPRC i.e. \$93k each.
- **The Stage 1 net O&M cost with income offsets is estimated to be \$43k** and for the total MRT \$137k.
- An ACT Government contribution towards O&M will reduce costs to the two councils.
- Volunteer work on the MRT will further reduce the cash spend required. As the extent of the contribution is highly uncertain, no allowance for this has been made.

## APPENDIX B – MULTI-CRITERIA ANALYSIS FOR SEGMENT AND STAGE RANKING

Both the Feasibility Study consultants<sup>16</sup> and MRT Inc recommend developing the MRT in stages. MRT Inc developed a simple Multi-criteria analysis framework to assist in ranking segments and grouping into development stages.

## B.1 Defining “Segments” of the MRT

Firstly, the MRT was divided into “segments”. This was primarily based upon terminal points being at towns or villages and to have segments of convenient lengths for the amenity of users e.g. a day-tripper. Where distances between towns/villages were considered too long, terminations were made at points which were conveniently accessible by road. As a result, the segments shown in **Table B1** were defined.

**Table B1** shows 10 segments making up the 216km length from Queanbeyan Railway Station to Bombala Railway Station. “Segment 0” from Queanbeyan Railway Station to South Jerrabomberra is mostly along existing pathways in Queanbeyan, with some upgrading required. This segment of the MRT, although commencing at Queanbeyan Railway Station, does not use the rail corridor – it utilises the existing road and path infrastructure on the Queanbeyan River Walk, Edwin Land Parkway and South Jerrabomberra.

As a result of excluding “Segment 0”, the remaining 9 segments were subject to a ranking process.

Segment	Termination/Trailhead	Distance (km)	Comment
0	Queanbeyan Station – Tralee/South Jerrabomberra	13	Not on rail corridor. Uses existing road and pathways.
1	Tralee/South Jerrabomberra (Queanbeyan) - Michelago	39	Village at one trailhead. Close proximity to major urban centres
2	Michelago - Colinton	17	Village at one trailhead
3	Colinton - Bredbo	12	Village at one trailhead
4	Bredbo - Chakola	17	Village at one trailhead
5	Chakola - Cooma	18	Town at one trailhead
6	Cooma - Nimmitabel	39	Town and Village trailheads
7	Nimmitabel – Old Bombala Road	10	Village trailhead
8	Old Bombala Road - Jincumbilly	25	Both trailheads are road junctions only
9	Jincumbilly - Bombala	25	Town at one trailhead
<b>Total</b>	Queanbeyan - Bombala	216	Town at each end of MRT

**Table B1** – Segments of MRT.

<sup>16</sup> “Monaro Rail Trail Feasibility Study Draft Report – Section 12.3 Trail Construction Stages” - October 2019 p154-5

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B.2 The MRT “Segment” Ranking Process

The ranking process involved the development of weighted criteria and applied to each segment using a scoring process. The ranking criteria were developed to identify important areas to be considered and each criterion was given a weighting based on its perceived importance. Development of weightings was done by MRT Inc members.

By separating development of criteria and weightings from scoring, reduced ranking bias.

The Ranking Criteria used is shown in **Table B2**.

	Criteria Category	Category Weighting (%)		Criteria	Criteria Weighting (%)
1	Access & Services	15	1.1	Trailheads - Towns at each end (population & services)	80
			1.2	Adequacy of On-trail facilities	20
2	Economics	20	2.1	Cost (total)	10
			2.2	Cost/km	5
			2.3	Risk/Complexity of capital works	10
			2.4	On-going maintenance	5
			2.5	Alignment with (current) Government Policy	50
			2.6	Recurrent Revenue	5
			2.7	Supports Business/Economic Development	15
3	Stakeholder Support	20	3.1	SMRC Support	30
			3.2	QPRC Support	30
			3.3	ACT Support	10
			3.4	Landholder Support (or absence of opposition)	20
			3.5	Community/Business Support	10
4	Local Use Potential	20	4.1	Health/Social Benefit	50
			4.2	Sport/Recreation	50
5	Tourism Potential	25	5.1	Intra-, Inter-State Visitors/Tourism (ease of access)	50
			5.2	International Visitors/Tourism (ease of access)	15
			5.3	Aesthetics/Historical Value of Man-made Features	10
			5.4	Aesthetics of Scenery/Natural Environment	10
			5.5	Linkage to other trails and attractions	15

**Table B2** – Criteria Categories and Criteria with weightings.

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A matrix was formed with the segments and the ranking criteria and associated weightings. This matrix was presented to a cross-section of MRT Inc members who were from various communities on the proposed MRT, and from various backgrounds (farmers, engineers, lawyers etc). They were asked to score each criterion for each segment. The individual scores were averaged, and weightings applied. An “Average Weighted Score” was calculated for each segment, and these were then ordered from highest to lowest i.e. the segments were ranked.

MRT Inc considers this process delivers a robust ranking of segments which is structured and transparent.

The results of the ranking process are presented in **Table B3**.

Segment	Termination/Trailhead	Distance (km)	Average Weighted Score (%)	Ranking (Highest = 1 Lowest = 9)
0	Queanbeyan Station – Tralee/South Jerrabomberra	13	-	-
1	Tralee/South Jerrabomberra (Queanbeyan) - Michelago	39	89%	1
2	Michelago - Colinton	17	65%	5
3	Colinton - Bredbo	12	55%	6
4	Bredbo - Chakola	17	53%	8
5	Chakola - Cooma	18	68%	4
6	Cooma - Nimmitabel	39	69%	3
7	Nimmitabel – Old Bombala Road	10	55%	7
8	Old Bombala Road - Jincumbilly	25	43%	9
9	Jincumbilly - Bombala	25	75%	2
<b>Total</b>	Queanbeyan - Bombala	216		

**Table B3** – Segment scores and ranking. Segments of **Stage 1** development of MRT are highlighted.

## APPENDIX C – THE SNOWY MONARO REGION

## C.1 Statistical Snapshot

A profile of the Snowy Monaro region in the southwest corner of NSW reveals the region's socio-economic characteristics are illustrated by several indicators as shown in **Table C1**.

- Much lower population growth 1.7 % compared to 7.8% for the State
- Lower business growth 4.4% compared to 14.1% for NSW
- An ageing population - median age of 43.8 years compared to 37.6 for NSW
- Main industries of employment are agriculture, forestry and fishing with 10% of the Monaro's jobs and accommodation and food 13.6% of jobs

	Year	Snowy Monaro	Regional NSW	NSW
Population	2019	20,795	2.778m	8.090m
Population	2014	20,454	2.667m	7.508m
Population growth (%)	2014-19	1.7%	4.2%	7.8%
Median Age (years)	2019	43.8	42.0	37.6
No of businesses	2019	2,564	235,661	805,986
No of businesses	2014	2,457	218,065	706,660
Business change (%)	2014-19	4.4%	8.1%	14.1%
Employed in agriculture, forestry and fishing (%)	2016	9.9%	5.7%	2.1%
Employed in accommodation and food (%)	2016	13.6%	7.9%	7.1%

**Table C1** - Statistical Summary of Snowy Monaro Region

Source: ABS, 2016 Census of Population and Housing, 2019, Data by Region.

## C.2 Statistical Comparison of Snowy Monaro Communities 2016

The towns and villages listed below account for almost half the population of the Snowy Monaro Region. **Table C2** provides some demographic indicators for the towns. The towns/villages stretch along the rail corridor from near the ACT to the bottom of the SMRC LGA. Their characteristics are quite different resulting from the impact that the proximity of Canberra/Queanbeyan has on the closer village of Michelago compared with more distant Nimmitabel and Bombala. If these southern communities can be linked to the wealth of Canberra, then some transfer of income and business opportunities may occur. For example, the MRT is a mechanism to bring tens of thousands of interstate visitors to Bombala each year.

Data in the **Table C3** below shows that distance itself is not the cause of social disadvantage. Bombala with a disadvantage ranking of 2 is 200km from Canberra but Jindabyne almost as distant at 175km has a ranking of 9. The winter and summer activities in the Snowy's Alps confer a big advantage to Jindabyne, this is absent in Bombala, and it needs other forms of tourist attractions.

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**Michelago** – this is effectively a dormitory rural suburb of the ACT with a socio-demographic profile very similar to Canberra including a younger age profile, a more highly qualified population, and higher income level.

**Bredbo** – one of the smaller rural towns but with proximity to Canberra and Queanbeyan still exerting some effect in terms of government employment. Low proportions of people in the retirement age group but income and education levels close to the shire average. Highest unemployment rate of the five towns at 7.4%.

**Cooma** – main town serving the region and headquarters of the regional council and the Snowy Hydro Scheme. It has an older age profile than the region overall and lower median income as a consequence.

**Nimmitabel** – the smallest village in this group, one of the most remote and the most economically disadvantaged. It has the highest median age of 52 years which would be a major driver for having the lowest median income of \$504 per week.

**Bombala** – one of the larger rural towns of the region with higher proportions of people over 65 years (23.8%) and lower education levels both contributing to a low median income of \$598 per week.

	Michelago	Bredbo	Cooma	Nimmitabel	Bombala	NSW
Number of people	562	352	6,681	320	1,387	7.5 m
Median age	39	43	45	52	45	38
Population over 65 years (%)	10.6%	12.3%	23.0%	26.3%	23.8%	16.2%
Unemployment rate (%)	2.3%	7.4%	4.8%	4.8%	3.4%	6.3%
Median personal income (\$/week)	\$983	\$756	\$609	\$504	\$598	\$664
Dwelling internet access (%)	86.4%	85.0%	73.4%	78.4%	67.6%	82.5%

**Table C2** - Summary of indicators for communities on the rail corridor.

Source: ABS, 2016 Census of Population and Housing

“Decile of Disadvantage” for five Monaro communities is shown in Table C3. It is a composite indicator of a range of socio-economic variables such as level of education, level of income, unemployment and housing.

	Michelago	Bredbo	Cooma	Nimmitabel	Bombala	(Jindabyne)
10 indicates little disadvantage, 1 indicates a lot of disadvantage. Many Canberra suburbs rate 9 – 10.	10	7	3	3	2	(9)

**Table C3** - Index of disadvantage for Snowy Monaro communities

Source: Source: ABS, 2016 Census of Population and Housing: Socio- Economic Index for areas (SEIFA)

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C.3 Impact of variations to drivers of the Monaro economy

**Table C4** below refers to structural changes and events – long term and short term - that impact on the Snowy Monaro economy. As can be seen, the local economy has been significantly impacted by these changes/events, and that more diversity is needed to mitigate risk and increase resilience against future downturns. The MRT brings diversity to the tourism/hospitality sector, the largest employer in the Monaro and brings the new tourism to each of the communities through which it passes.

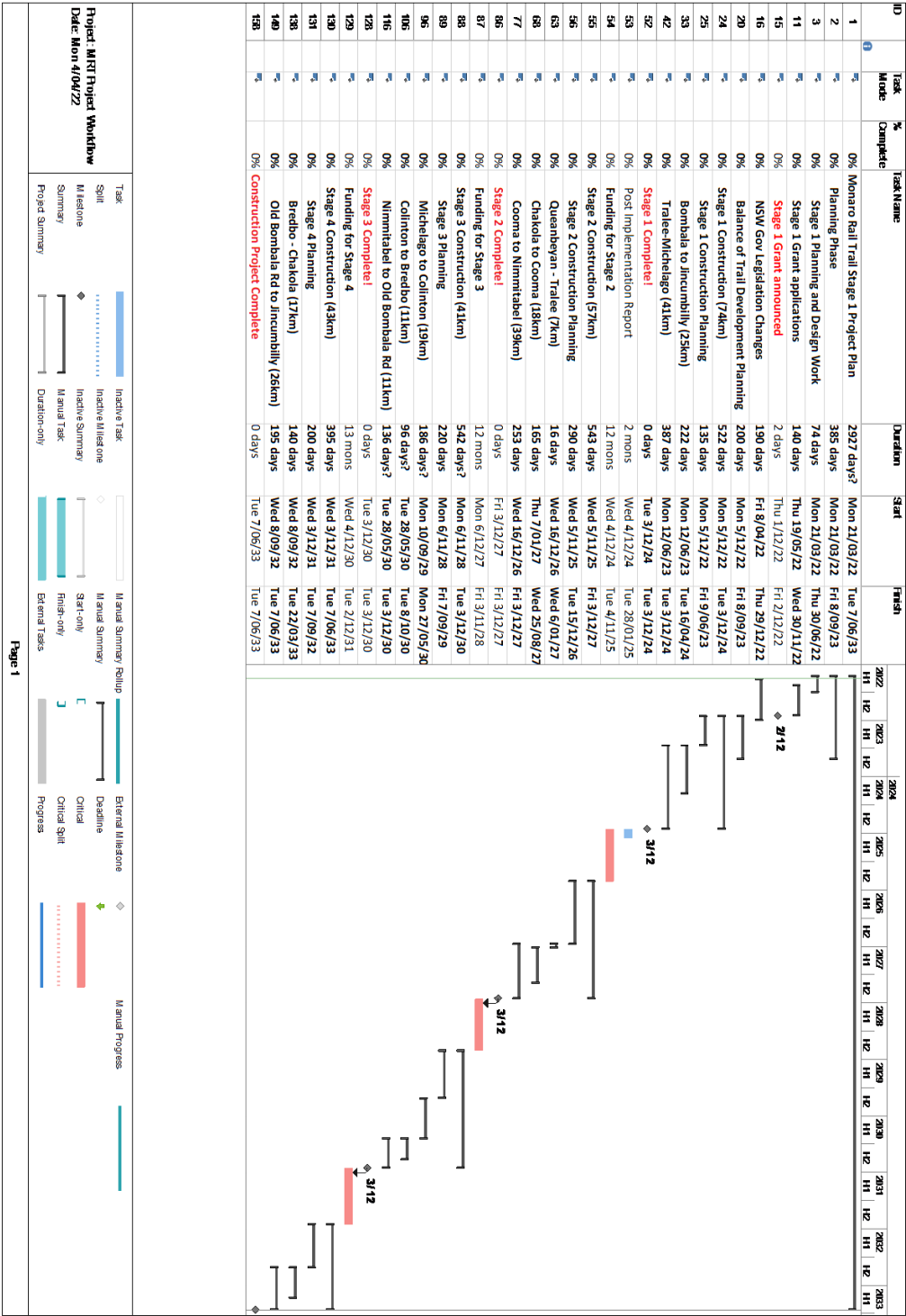
Nature of event	Impact illustrated by	Reference
<b>Long term risks</b>		
Industry structural changes in Forestry and Agriculture.	Bombala population down 25%. 1995 – 2016  Low-income households. 2016 Nimmitabel 28.3% of households Bombala 19.8% of households	Snowy Monaro 2019-2022. Regional Economic Development Strategy  <a href="https://atlas.id.com.au/snowy-monaro">https://atlas.id.com.au/snowy-monaro</a>
Climate change and winter snow sports	CSIRO stated “Climate change could shrink Australia's ski season by 80 days a year by 2050”	CSIRO Climate Science Centre 2015 director Kevin Hennessy
<b>Short term risk</b>		
Variable seasonal snowfalls impact on Snowy mountain visitor numbers	Year 2012 snow depth 20.0 cm at 28 June Year 2013 snow depth 0.0 cm at 3 July. Visitation down 14.9% on 2012 Year 2014 snow depth 58.1cm at 25 June. Visitation up 8% on 2013	Source: Snow depths- Snowy Hydro at Spencers Creek NSW  Source: Visitation – Destination NSW Snowy Mountains Tourism Region
Bushfire summer 2019/2020	14% of LGA burnt  <b>SMRC Gross Regional Product</b> Down 3.7 % on 2019	NSW Govt REDS Fire Impact May 2020 “Despite limited damage, engine industries are both directly and indirectly fire affected” <a href="http://economy.id.com.au/snowy-monaro/covid19-quarter-impacts">http://economy.id.com.au/snowy-monaro/covid19-quarter-impacts</a>

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Drought 2017-mid 2020	<b>SMRC Gross Regional Product</b> March quarter 2018 down 0.7% on 2017 March quarter 2019 down 2.6% on 2018 March quarter 2020 down 3.7% on 2019	
COVID19	September quarter 2020 and September quarter 2019 <b>SMRC Gross Regional Product</b> Down 10.8% on 2019 (NSW state down 3.9%) <b>Tourism output</b> Down by more than 67% on 2019. Unemployment Increase of 6.6% with 1085 jobs lost in hospitality (without job keeper 11.2% or 1291 jobs)	<a href="http://economy.id.com.au/snowy-monaro/covid19-quarter-impacts">http://economy.id.com.au/snowy-monaro/covid19-quarter-impacts</a>

**Table C4** - The impact of structural changes on the economic performance within the Snowy Monaro Region.

APPENDIX D – GANTT CHART FOR MRT DEVELOPMENT – STAGES 1-4



## Monaro Rail Trail – Business Case

## APPENDIX E – MRT RISK ASSESSMENT

Risk Class	Identified Risks	Risk Frequency	Risk Analysis				Risk Treatment/ Controls	Residual Risk Evaluation			
			L	C	Score	Risk Rating		L	C	Score	Risk Rating
Asset Management	Trails management process not resolved. Need for an asset management plan which contains an environmental component to progressively monitor and manage aspects such as batter erosion and weed incursions.	O	2	4	8	MEDIUM	Governance Structure in place and regular maintenance and other supporting plans	1	1	1	LOW
	Inadequate level of resourcing	P	2	4	8	MEDIUM	Effective planning	1	4	4	MEDIUM
		C	1	5	5	MEDIUM		1	4	4	MEDIUM
		O	2	2	4	MEDIUM		1	2	2	LOW
	Future financial planning based on unknowns/inaccurate figures	P	3	5	15	HIGH	Estimates based on experience of other RTs	2	5	10	HIGH
		C	2	4	8	MEDIUM		2	4	8	MEDIUM
		O	1	3	3	LOW		1	3	3	LOW
	Approvals for access to the Rail corridor and transfer of assets from NSW Transport causes delays.	P	4	4	16	HIGH	Work closely with Regional NSW during the process, supporting where possible	1	2	2	LOW
	Issues with use of volunteer support (trail maintenance, inspections, administration, weed control, fence work, security and safety)	P	1	4	4	MEDIUM	Controls identified in Trail Management Plan implemented	1	4	4	MEDIUM
		C	1	1	1	LOW		1	1	1	LOW
		O	2	3	6	MEDIUM		1	3	3	LOW
	Trademark registration & management not planned or controlled	P	3	2	6	MEDIUM		1	1	1	LOW
	Additional costs associated with heritage property management	P	1	1	1	LOW		1	1	1	LOW
		C	3	3	9	HIGH	Good planning including adequate contingency	2	3	6	MEDIUM
		O	2	2	4	MEDIUM		1	2	2	LOW
	Increase insurance premium & public liability	O	2	2	4	MEDIUM		2	1	2	LOW
	Unforeseen consequences of the conditions of existing assets received	P	4	4	16	HIGH	Review asset condition and allow adequate contingency	3	3	9	HIGH
		C	3	4	12	HIGH	Review asset condition and allow adequate contingency	2	3	6	MEDIUM
		O	1	2	2	LOW		1	2	2	LOW
Environmental Security	Consequences of the conditions of new constructed assets	C	2	2	4	MEDIUM		1	2	2	LOW
		O	2	2	4	MEDIUM		1	2	2	LOW
	Rail trail share corridor with a tourist rail	O	2	3	6	MEDIUM		2	3	6	MEDIUM
	Resumption of use of the corridor sections by heavy rail	O	1	4	4	MEDIUM		1	4	4	MEDIUM
		O	3	4	12	HIGH	Sound Planning. Need to ensure design (for the rail trail) includes appropriate provisions for effective erosion and sediment control. Need to include erosion and sediment checks into the annual asset audit process.	1	1	1	LOW
		C	3	4	12	HIGH	Need to consider effective environmental monitoring and auditing of contractors during construction. Needs to have both an Erosion and Sediment Control Plan drawn up and an Construction Environmental Management Plan prepared prior to any works for the applicable contractor to implement noting that these plans will have minor changes made during construction.	2	2	4	MEDIUM
	Inadequate level of resourcing to manage environmental issues	O	2	4	8	MEDIUM	Bio-Security Risk Assessment measures implemented. Need to realise biggest risk may be during construction rather than operations.	1	4	4	MEDIUM
	Biosecurity issues (introduction and management of introduced species)	C	3	4	12	HIGH	Normal bio-security risk management, as with any other asset.	1	4	4	MEDIUM
	Environmental assessment (threatened species) requires significant change to trail	C	2	3	6	MEDIUM	Bio-Security Risk Assessment. This items all about biodiversity risk assessment - Biggest risk most likely during construction.	1	1	1	LOW
	Livestock management (Farm biosecurity) not handled to landowners satisfaction	C	3	3	9	HIGH	Bio-Security Risk controls implemented. Consider any bio-security management plans on adjoining properties.	2	3	6	MEDIUM
	Fire Risk on trail from trail users	O	1	4	4	MEDIUM	Signage - No Fires	1	3	3	LOW
	Contamination from historic railway use and/or illegal dumping along trail	C	2	3	6	MEDIUM	Environmental control plan during construction.	1	2	2	LOW
	Threatened species. Known nationally listed and state listed threatened species impact construction/cost of the trail (along rail track and alongside rail track). Key risk are plant species given they don't move.	P	2	3	6	MEDIUM	Interpretative signage along rail trail encouraging protection of listed threatened native plants	1	2	2	LOW
	Noxious weeds distributed along the trail.	O	1	1	1	LOW	Interpretative signage at trail entrances, fixed shoe brush mats at trail entrances, fixed bike brushes at bike tool posts located trail entrances	1	1	1	LOW
Economic Activity		C	2	2	4	MEDIUM		1	1	1	LOW
	Animal diseases being spread by trail users.	O	1	4	4	MEDIUM		1	3	3	LOW
	Indigenous cultural heritage not recognised and groups not consulted.	P	2	2	4	MEDIUM		1	1	1	LOW
	Extended time between application and advice of success not used to progress planning that delays project.	P	3	2	6	MEDIUM	Advocacy and representation	2	2	4	MEDIUM
	Either QPRC or SMRC withdraw from project and cause delay	P	3	3	9	HIGH	Advocacy and representation	1	3	3	LOW
	Income generation not secure and maintenance costs fall to SMRC and QPRC operational budget	O	3	3	9	HIGH	Effective marketing and implementation of cost recovery activities	2	3	6	MEDIUM
	Staged delivery influences viability for economic development (business development)	P	3	3	9	HIGH	Sound planning, advocacy and representation to the granting bodies	2	2	4	MEDIUM

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External Political Environment	Political interference/intervention local, state and federal levels to slow/stop project/stages	P	4	4	16	HIGH	Stakeholder management, advocacy and representation	3	3	9	HIGH
	Local landholders and other potential corridor users potential vocal and potentially stall project	P	3	4	12	HIGH	Stakeholder management	2	2	4	MEDIUM
	Future elected Councillors may change level of support (positive or negative)	P	3	4	12	HIGH	New Council unlikely to reverse previous decisions	2	4	8	MEDIUM
	MRT Inc. (changes in structure/membership) may change delivery method of project and continued knowledge of project	P	2	3	6	MEDIUM	Documentation, Governance, succession planning and membership	1	3	3	LOW
	Completed rail trail does not meet community expectations	O	3	2	6	MEDIUM	Developing a realistic business case, marketing and promotion	2	1	2	LOW
Financial Sustainability	Successfully obtaining capital funding within three years	P	4	5	20	EXTREME	Professional presented high quality application	2	5	10	HIGH
	Shortfall in funding awarded against funding sought	P	4	3	12	HIGH	Effective planning	2	3	6	MEDIUM
	Insufficient O&M funding causing deterioration of the rail trail	O	4	4	16	HIGH	Trail Management Plan	2	4	8	MEDIUM
	Declining source of income across life of trail	O	2	4	8	MEDIUM	Marketing, promotion and innovational development	1	2	2	LOW
	Shortfall of interest causing shortfall of income after Stage 1 is developed	O	3	3	9	HIGH	Marketing, promotion and innovational development	2	3	6	MEDIUM
	Competition for commercial or private funding opportunities (maintenance income jeopardised)	O	2	3	6	MEDIUM	Marketing, promotion and innovational development	1	3	3	LOW
	Failure to acquire and protect intellectual property ownership of trail, trademark registration and management	P	2	3	6	MEDIUM	Register Trademark, acquire IP	1	3	3	LOW
	Limited planning and clarity around Financial Management for delivery and maintenance	O	2	4	8	MEDIUM	Project Planning, put in place appropriate governance	1	3	3	LOW
Health and Safety	All WHS risk associated with trail construction and operations	C	3	4	12	HIGH	WHS plan adequate and appropriate to comply	1	4	4	MEDIUM
		O	2	2	4	MEDIUM	WHS plan adequate and appropriate to comply with	1	4	4	MEDIUM
	Public health and safety risk during operation only (including bridges, road crossing, snake bite, embankment, fire etc)	O	2	4	8	MEDIUM	WHS plan adequate and appropriate and complied with	2	3	6	MEDIUM
	Volunteer health and safety risk in delivery of planning, trail construction, maintenance - volunteer committee changeovers/succession/disbanding	O	2	4	8	MEDIUM	Governance & Succession Planning	1	3	3	LOW
Legislative, Government and Compliance	Governance Model for Trails not in place to establish working relationships, maintenance etc, when a funding opportunity arises	P	3	4	12	HIGH	Put appropriate Governance model in place through advocacy with Regional NSW	2	4	8	MEDIUM
	Change in scope	P	2	3	6	MEDIUM	Consultation with other stakeholders	1	3	3	LOW
	License arrangement between SMRC and State Govt/QPRC delayed/complicated/not managed	P	2	4	8	MEDIUM	Advocacy and representation	1	3	3	LOW
	Survey outcomes introduce unforeseen issues	C	2	2	4	MEDIUM	Project Management	1	2	2	LOW
	Native Title Claim causing delays	P	1	2	2	LOW	Appropriate Governance model	1	1	1	LOW
	Legal action delays the project	P	2	3	6	MEDIUM	Stakeholder management	1	2	2	LOW
	Combination of planning and Stage 1 Delivery - makes changes to stage 1 delivery difficult (financial assumptions and funding levels)	P	1	2	2	LOW	Complete trail development plan for whole MRT	1	1	1	LOW
	Legal action due to WHS / Public Safety issue delays or stops project	C	2	4	8	MEDIUM	Development of a good safety plan and manage compliance to the plan	1	2	2	LOW
Reputation and Image	QPRC delays participation from project	P	3	3	9	HIGH	Stakeholder advocacy and representation	1	3	3	LOW
	Services and facilities not available at regular intervals on trail (toilet, water, mobile reception)	O	3	2	6	MEDIUM	Adequate funding and good governance	1	1	1	LOW
	Landowner and leasee management not managed well	O	3	3	9	HIGH	Good governance and relationship management	2	2	4	MEDIUM
	Funding body relationship and delivery becomes challenging in case of delays, variations	C	3	3	9	HIGH	Good project management, communication/reporting with funding bodies	2	2	4	MEDIUM
	Communications not consistent (planning) (including spokespeople etc) resulting in mixed messages to the community and landholders	P	3	2	6	MEDIUM	Good communications plan in place and consistently delivered	1	2	2	LOW
	SMRC and QPRC ratepayer communications not received favourably	P	3	2	6	MEDIUM	Advocacy and communication	1	2	2	LOW
	Negative perception by trail users of animal, native wildlife and livestock treatment	O	2	1	2	LOW		2	1	2	LOW
Service Delivery	Inadequate level of resourcing	P	3	3	9	HIGH	High quality trail development plan and business case, good project management and ongoing governance	2	2	4	MEDIUM
	Trail Construction (WHS, Contractor Management, Time frame, Cost and Quality) not to community expectations	O	2	3	6	MEDIUM	Contractor selection, Project Management and trail development in the design phase. Stakeholder communication	1	2	2	LOW
	Procurement and contract management not effectively managed causing increased costs and delays	C	3	4	12	HIGH	Effective project management and governance	2	3	6	MEDIUM

## APPENDIX F – LETTERS OF SUPPORT FOR THE MRT

### F.1 Letters of Support - List of Organisations and Individuals

#### Community Associations (11)

Bombala Chamber of Commerce	Bombala NSW
Nimmitabel Advancement Group	Nimmitabel NSW
Cooma Chamber of Commerce	Cooma NSW
Cooma Cycling Club	Cooma NSW
Cooma Little Theatre Group	Cooma NSW
Cooma Rotary Club	Cooma NSW
Bumbalong Valley Progress Association	Bredbo NSW
Pedal Power ACT	Canberra ACT
Upper Snowy Landcare Network	Cooma NSW
YMCA Runners Club	Canberra ACT
Rail Trails 4 NSW	Sydney NSW

#### Business Owners (35)

Alpine Hotel Michael Sharkey	Cooma NSW
AMTL Events Alina McMasters	Cooma NSW
Michelago Yoga Belinda Sierzchula	Michelago NSW
Blaxland Mawson & Rose Mark Herbert	Cooma NSW
Bollar & Company Graeme Boller	Cooma NSW
Cooma Furnishings Tania Guiliani	Cooma NSW
Cooma Sports Store Fiona Blyton	Cooma NSW
Cooma Trophy & Gift Store Debra Searle	Cooma NSW
Dan Russell	Cooma NSW
Daves Computer Sales Dave Snowden	Cooma NSW
Fisk & Nagle Leonie Barker	Cooma NSW
High Country Rendering Sean Cragnolini	Jindabyne NSW
Huw Kingston Travel Huw Kingston	Berridale NSW
Imagine Stock Horses Danny Brabon	Cooma NSW
Jagez Hair Jo Campbell	Cooma NSW
Kuma Pies Van Qui Nguyen	Cooma NSW
Lloyd Campbell	Cooma NSW
Made in Monaro Elizabeth Apps	Cooma NSW
Mitre 10 Chris Fitzgerald	Cooma NSW
Michelago General Store Sally Connolly	Michelago NSW
Monaro Landscaping Gary Thompson	Cooma NSW
Monaro Meats	Cooma NSW
Mulga Bicycle Tours Mark Arundel	Canberra ACT

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NewsXpress	Cooma NSW
Nimmitabel Bakery Will & Caroline Jardine	Nimmitabel NSW
Roses Mediteranean Restaurant Tony Nassar	Cooma NSW
Sandy Grooming Tails Sandy Brabon	Cooma NSW
Snow Gum Yoga Susie McPhee	Cooma NSW
Snowy Mountains Design Anthony Hubbard	Cooma NSW
Snowy MTB Shuttles Graham Barnett	Jindabyne NSW
SportsPower Cooma Sarah Campbell	Cooma NSW
Village Building Co Travis Doherty	South Jerrabomberra NSW
Wicks Electrical David & Gazelle Wicks	Nimmitabel NSW
World Expeditions Kate Barker	Sydney NSW
Your Outdoor Store Cecily Russell	Cooma NSW

**Farmers Adjoining Rail Corridor (6)**

Angus Hobson	“ Bukalong” PO Box 1 Bombala NSW
Charlie Maslin	“ Gunningrah” Gunningrah Road Bombala NSW
Coleen McCoy	‘Letompe” Mt Cooper Road Ando NSW
Mary & Sid Walters	“Avoca” Snowy Monaro Highway Cooma NSW
Nick Robins	180 Baroona Road Michelago NSW
Rick Lee	345 Burnima Road Bombala NSW

**Individuals (70)**

Alexander Noon	Jerrabomberra
Alina McMaster	Cooma
Anne Field	Cooma
Arun Varyhouse	Cooma
Barry Turel	Cooma
Christien Morris	Cooma
Daniel Russell	Cooma
Daniel Seers	Cooma
David Cigana	Cooma
David Byrne	Cooma
David Elliot	Cooma
David Goodwin	Cooma
Donna Robinson	Bunyan
Doug Arnold	Cooma
Evania Edwards	Cooma

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Frances Kelly	Cooma
G Javurek	Cooma
Gary Anson	Googong (Queanbeyan)
Gemma Dodds	Googong (Queanbeyan)
Gerald Blyton	Cooma
Gheorghita Moruz	Cooma
Gregory Bligh	Nimmitabel
Hilary Smith	Cooma
Ian & Fran Hampton	Cooma
Jan Freomanis	Cooma
Jan Werder	Cooma
Jan Tracey	Cooma
Jessica Lolive	Cooma
Jo Carpenter	Cooma
John Sim	Cooma
John Sutton	Cooma
Joy Harris	Cooma
Karen Snowden	Cooma
Karyn McDonald	Cooma
Karyn Sutton	Cooma
Kathy Byrne	Cooma
Kathy Kelly	Cooma
Keith Sircombe	Crestwood (Queanbeyan)
Lee Ricks	Cooma
Letitia Newman	Cooma
Lydia Keskula	Cooma
Lynette McDonald	Cooma
Maria Alam	Cooma
Marj Riepon	Cooma
Martin Zierholz	Cooma
Nella Bacon	Cooma
Noel Battys	Bunyan
Noel Lockyer	Cooma
Norman Rayner	Cooma
Paulina Lister	Cooma
Peter Coumbis	Cooma
Peter Dodds	Googong ( Queanbeyan)
Peter Lowry	Nimmitabel
Peter Ward	Jindabyne
Raylee Gilbert	Cooma
Rhiannon Payne	Cooma
Rohan Kilham	Canberra

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Ron Grant	Cooma
Rosanne Coumbis	Cooma
Ross Pratt	Cooma
Ruth Brooke	Cooma
Steve and Christina Dunn	Michelago
Susan Scarlett	Googong (Queanbeyan)
Tanya Beech	Cooma
Terry Hugget	Cooma
Therese Kinch	Bunyan
Tom Geach	Cooma
W Connell	Cooma
William Nelson	Bunyan
Wouter Vochteloo	Cooma

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F.2 Sample Letters of Support

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**9.5.1 ORDINARY COUNCIL RESOLUTION NUMBER DUPLICATE ISSUE**

Record No: I22/571

**OFFICER'S RECOMMENDATION**

That Council:

- A. Note the duplication errors within the 28 June 2021 Extraordinary Council Meeting and 15 July 2021 Council Meeting Minutes resolution numbering, and
- B. Approve the amendment to the duplicate resolution numbers to include the addition of 'A' in order to create an individual specific resolution number.

**ISSUES**

Prior to the Secretary Council and Committees (SCC) position being filled permanently, an administrative error in the automated numbering of council resolutions occurred. It is recommended council adopt a simplified solution by amending the effected resolution numbers to include the letter 'A'.

**RISK ASSESSMENT**

Risk Type	Current Risk	Expected Risk	Within Accepted
Legislative Governance and Compliance	Low	Low	Yes
Reputation and Image	Low	Low	Yes

**FINANCIAL IMPACTS**

Changes required are contained in operational budget.

**RESPONSIBLE OFFICER:** EA to the CEO, Mayor and Councillors

**OPTIONS CONSIDERED**

There are two corrective options.

Option 1 - A review and re-numbering of all resolution numbers from 17 June 2021 to the final resolution of 2021. This option is not recommended as it would create a large amount of work. It directly impacts each council resolution by changing the number. This new numbering would require updates to all items that have been actioned.

Option 2 – One of each of the nine (9) duplicated resolution numbers be amended by the inclusion of 'A' to be formatted as 'XXXA/21', creating a unique number. This is the preferred option.

## IMPLEMENTATION PLANS

Once adopted by council, SCC to action Option 2 and notify staff responsible for action of affected resolutions.

## EXISTING POLICY/DECISIONS

Code of meeting practice.

## BACKGROUND

Council resolution numbering starts from 1 followed by a year prefix e.g. 1/22 and is individual to each year. A review of the minutes from last year identified an error in the resolution numbering. A number of items have been identified as having the same resolution number. The numbering is no longer consecutive nor individual to a particular item.

The three (3) meetings effected are; 17 June 2021, 28 June 2021 (Extraordinary Meeting) and 15 July 2021. This error has resulted in nine (9) instances of resolution number duplication.

Status	Meeting Date	Title	Current Minute Number	<i>Proposed Minute Number</i>
Completed	17/6/2021	Bumbalong Bridge	147/21	147/21
Acknowledged	28/6/2021	Donations and Sponsorship Submissions for FY22 July to December2021	147/21	147A/21
Completed	15/7/2021	Adjournment	150/21	150A/21
Completed	17/6/2021	Donations and Sponsorship Submissions for FY22 July to December2021	150/21	150/21
Completed	17/6/2021	Revenue Recovery Update	152/21	152/21
Completed	15/7/2021	Confirmation of Minutes – Ordinary Council Meeting – 17/6/2021	152/21	152A/21
Completed	15/7/2021	Design for Truck Parking Area at Adaminaby	158/21	158/21
Completed	17/6/2021	Wild Horse Heritage Management Plan	158/21	158A/21
Outstanding	15/7/2021	Monthly Fund Management report – June 2021	159/21	159A/21
Completed	17/6/2021	Business Case Criteria	159/21	159/21
Outstanding	15/7/2021	How can Council best	160/21	160A/21

9.5.1 ORDINARY COUNCIL RESOLUTION NUMBER DUPLICATE ISSUE

		leverage the State Governments recently announced policy		
Completed	17/6/2021	Demolition of decommissioned service station	160/21	160/21
Completed	17/6/2021	Consideration of Work Health and Safety Matters	162/21	162A/21
Completed	15/7/2021	Essential Energy proposed upgrade of street lights to LED	162/21	162/21
Completed	17/6/2021	Legal Actions and Potential Claims against SMRC as at 31 May 2021	163/21	163A/21
Completed	15/7/2021	Kalkite STP Evaporation Dam Refurbishment	163/21	163/21
Completed	17/6/2021	Contract for the Cooma Festival Swimming Pool	164/21	164/21
Outstanding	15/7/2021	Expression of Interest Submissions Community Use tenancy 17 Bent street Jindabyne	164/21	164A/21

**ATTACHMENTS**

Nil



## 9.5.2 RESOLUTION ACTION SHEET UPDATE

Record No: I22/641

### OFFICER'S RECOMMENDATION

That Council receive the resolution update for the period ending August 2022.

### BACKGROUND

In order to provide Councillors with updates on resolutions of Council, a report has been generated with a summary of actions that are current and have recently been completed, for the period ending August 2022.

The In Progress Resolution Action Sheet for period ending August 2022 is attached to this report.

**RESPONSIBLE OFFICER:** Chief Strategy Officer

### ATTACHMENTS

1. Resolution Action Sheet Updates to September 2022

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
1092	18 August 2022	217/22	<p><b>Construction of NSW Rural Fire Service emergency operations centre in Cooma - land acquisition and access construction</b></p> <p>That Council</p> <p>A. Enter into an agreement with Snowy Hydro Limited (SHL) to enable progression of the future construction of an Emergency Operations Centre (EOC) on the land adjacent to Council's current holding of Lot 1 DP 832813; the key agreement elements being:</p> <p>i) Council to secure the land required to achieve legal &amp; practical access to the intended EOC location via Geebung Street COOMA, through subdivision (boundary adjustment) by negotiation with the neighbouring landholder (Lot 2 DP 832813);</p> <p>ii) Council to construct suitable access road segment through to the intended SHL boundary, enabling access to both the future EOC site and reaching the boundary of SHL's residual landholding (indicative access path as per the report image);</p> <p>iii) Council to action the development approval process in relation to the specified access road segment;</p> <p>iv) SHL to transfer to Council approximately 2 hectares of land (part of SHL owned Lot 14 DP 250029) upon completion of the access road segment referred to in A ii).</p> <p>B. Proceed with the subdivision (boundary adjustment) actions as necessary in order to deliver the new access road segment as identified in A ii);</p>	Coordinator Land & Property	<p>05/09/2022 – TS: 22/23 Budget updated.</p> <p>30/08/22 - TP: Elements A - D &amp; F will be initiated. Element E - Completed.</p>	30/06/2023	N

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			<p>C. Classify any land acquired, for both the new public access road segment and the intended gifted transfer from SHL of 2 Ha of land (part of Lot 14 DP 250029) related to the EOC construction in the Polo Flat area of Cooma, as operational land in accordance with the Local Government Act 1993;</p> <p>D. Add the construction of the new access road segment for the EOC in Polo Flat area of Cooma to the capital works program within Council's 2022-2026 Delivery Program and 2022-2023 Operational Plan;</p> <p>E. Assign a budget of \$500,000 (capital project), with understanding that revenue from the intended land sale of Stage 3D Leesville Industrial Estate will provide the corresponding cost offset (linkage to Resolution 154/21 activities);</p> <p>F. Note that the other costs associated with the development and construction of the EOC will be borne by the NSW Rural Fire Service.</p>				
1091	18 August 2022	226/22	<p><b>Financial Sustainability Review Advisory Group</b></p> <p>That Council</p> <p>A. Appoint Councillor Hopkins and Councillor Johnson to the Financial Sustainability Review Advisory Group</p> <p>B. Invite the Chair of the Audit Risk and Improvement Committee to join the Financial Sustainability Review Advisory Group, or to nominate an alternate independent member.</p>	Chief Executive Officer	31/08/2022 – PB: Advisory Committee convened for project inception meeting 30/08/2022.	19/09/2022	Y

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
1090	18 August 2022	216/22	<b>Stronger Country Communities Fund - Round 5</b> That A. the following project list be the priority listing for the application for the Stronger Country Communities Fund: (a) Bombala swimming pool accessibility upgrades (b) Bombala Showground electricity upgrades (c) Cooma Showground electricity upgrades (d) Street beautifications – Berridale (e) Nimmitabel Showground accessibility upgrades (f) Aitchison's cottage restoration. B. That following further investigation projects up to a value of approximately \$2million be included in the application where reasonable scope and costs can be determined.	Chief Strategy Officer	30/08/2022 – DR; Work is progressing on identifying which projects can be lodged. A new provision in the grant guidelines sets out that projects which still have grant funding unspent from any Commonwealth or State source are not eligible. This rules out further works on the swimming pools.	19/09/2022	N
1089	18 August 2022	218/22	<b>Organisational Performance Report - July 2022</b> That Council remove the Smiths Road upgrade project from the Capital Works Program from the Operational Plan 2022-2023 until such time external funding is successfully received by Council.	Coordinator Strategy Development	26/08/2022 – GM: Amended actions updated in the 22/23 Operational Plan	19/09/2022	Y
1088	18 August 2022	215/22	<b>Minutes of the Snowy Monaro Region Biosecurity (Weeds) Advisory Committee meeting held 19 May 2022</b> That Council	Coordinator Biosecurity	31/08/2022 – BJ: Letter sent to Local Land Services Chair, Fay Steward on 25 August 2022 seeking the appointment of a dedicated African lovegrass Coordinator at Cooma Local Land Services Office.	19/09/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>A. Receive and note the information in the report on the minutes of the Snowy Monaro Region Biosecurity (Weeds) Advisory Committee meeting held 19 May 2022.</p> <p>B. Write to the Local Land Services' Chair on behalf of the Committee seeking the appointment of an African lovegrass Coordinator to be based out of the Cooma Local Land Services office specifically to progress the African lovegrass strategy within the Snowy Monaro region.</p> <p>C. On behalf of the Committee, invite local member, Nichole Overall to the next Biosecurity Advisory Committee meeting, or to an extraordinary meeting on a date that suits Ms Overall, to present the African lovegrass strategy, proposed solutions and funding requirements.</p>		General Manager for South East Local Land Services, Luke Pope was copied into this request. As at 31 August 2022, no response has been received., - Letter sent to Member for Monaro, Nichole Overall on 25 August 2022 inviting Ms Overall to the 17 November 2022 meeting of the Snowy Monaro Region Biosecurity (Weeds) Advisory Committee or to an extraordinary meeting on a date more suited to Ms Overall. As at 31 August 2022, no response has been received.		
1087	18 August 2022	214/22	<p><b>Fixing Country Bridges Round 2A acceptance of funding</b> That Council</p> <p>A. Accept the funding amount of \$7,875,612.66 under the NSW Government Fixing Country Bridges Program Round 2A;</p> <p>B. Allocate \$2 million to the 2022/23 budget and the remainder to the 2023/2024 budget.</p> <p>C. Add the replacement of the following bridges to the capital works program within Council's 2022-2026 Delivery Program and 2022-2023 Operational Plan: Cambalong</p>	Coordinator Infrastructure Planning & Delivery	<p>05/09/2022 – JM: Completed.</p> <p>05/09/2022 – TS: 22/23 Budget updated.</p>	30/08/2022	Y

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			bridge, Cambalong road Palarang; Redcliffe bridge, Cambalong road, Palarang; Cambalong 2 bridge, Cambalong road Cambalong; Darbys Gully bridge, Old Bombala road, Nimmitabel; Black Flat bridge, Black Flat road, Williamsdale.				
1086	18 August 2022	213/22	<b>Snowy Monaro Villages Water Safety Scoping Study Findings</b> That Council A. Place a copy of the Snowy Monaro Villages Water Safety Scoping Study (attachment A) on its website. B. Develop a revised long term financial plan that incorporates the lifecycle costs of implementing the improved water quality recommendations and the impacts on the residents, to assist in consulting with the community on the findings of the report.	Environmental Planner Water and Wastewater	05/09/2022 – AA: A. Document is being processed through document control to receive a number and then will be uploaded to the website. B. Strategic Planning Staff are working with the Water and Wastewater and Assets Teams to identify lifecycle costs and investigate sustainable funding sources for these costs.	19/09/2022	N
1085	18 August 2022	209/22	<b>Lease of Bombala Saleyard</b> That Council A. Approves proceeding to lease the Bombala saleyards; and B. A report come back to the Council prior to the lease being entered into.	Manager Community Services	05/09/2022 – JM: Expression of interest documents being processed.	30/11/2022	N
1084	21 July 2022	190/22	<b>Sewer Easement Request - Council Owned Lot 2 DP 748500 in Leesville area Jindabyne - Related to Subdivision Works Certificate 11.2000.3000067.1</b> That Council A. Approve and proceed with allowing an easement for sewer purposes to be created in the relevant area of Lot 2 DP 748500,	Coordinator Land & Property	30/08/22 - TP: A - Completed - applicant advised; B - In progress by applicant; CEO will execute required documentation at appropriate time.  02/08/2022 - TP: The resolution actions will be initiated.	22/08/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			pursuant to Section 88B of the Conveyancing Act 1919; B. Agree that all costs incurred in actioning the easement creation are the responsibility of the developer (the applicant; linked to SWC 11.2000.3000067.1) inclusive of survey, general legal, and any registration fees costs.				
1082	21 July 2022	180/22	<b>Transfer of Grant Funding from Eucumbene Boat Ramp Project.</b> That Council approve the redirection of the outstanding amount from Round 2 Stronger Country Community Fund (SCCF2 – 0349 – A) in the amount of \$ 121,411 to complete the restoration of the Adaminaby Big Trout.	Project Specialist	04/08/2022 – GH: Quotes underway, variation request to Stronger Country Communities Fund to be submitted before progressing.	22/08/2022	N
1081	21 July 2022	189/22	<b>Sewer Easement Request - Council Owned Lot 18 DP 255651 in Nettin Circuit area Jindabyne - Related to Subdivision Works Certificate 25.2021.220.1</b> That Council A. Approve and proceed with allowing an easement for sewer purposes to be created in the relevant area of Lot 18 DP 255651, pursuant to Section 88B of the Conveyancing Act 1919; B. Agree that all costs incurred in actioning the easement creation are the responsibility of the developer (the applicant; linked to SWC 25.2021.220.1) inclusive of survey, general legal, and any registration fee costs.	Coordinator Land & Property	30/08/22 - TP: A - Completed - applicant advised; B - In progress by applicant; CEO will execute required documentation at appropriate time.  02/08/2022 - TP: The resolution actions will be initiated.	22/08/2022	N
1078	21 July 2022	181/22	<b>Showground Stimulus Fund - Bombala Caretakers Cottage</b>	Senior Project Manager	24/08/2022 – CM: Paper in September Council Meeting Papers	22/08/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			That Council A. Proceed with obtaining a minimum of 2 quotes for the renovation of the Bombala cottage and a report comes back to Council B. Not proceed with the previously approved \$75,000 loan for the caretaker cottage project.		04/08/2022 – SM: Quotes being sourced in preparation for an update report for the August Council meeting.		
1077	21 July 2022	188/22	<b>Post Exhibition Report - Local Approvals Policy for Recovery Pods and Temporary Housing on Private Property</b> That Council A. Adopt the Local Approvals Policy B. Notify persons who made a submission of Council's decision C. Notify current recipients of Recovery Pods and Resilience NSW of the adoption of the Local Approvals Policy	Strategic Land Use Planner	29/08/2022 – EH: A. part not completed - Policy has been agreed upon by Council and will be adopted with consent from Office of Local Government (OLG) B. part completed - No submissions were received, therefore no responses were provided C. part not completed - Resilience NSW has been informed of adoption, pod recipients will be informed after consent from OLG has been received. OLG was originally contacted 22/06/2022, latest contact from OLG was 29/08/2022 where they anticipate to receive notes from referral from the Planning Department by the 02/09/2022. Delays have occurred due to their team members off with Covid and budget estimates taking up time within the OLG. A document register number has been requested for the LAP to be ready to be placed on the website when consent from OLG has been received. Action is not complete.  28/07/2022 - EH: A. Policy has been agreed upon by Council and will be adopted with consent from Office of Local Government (OLG).	22/08/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					B. No submissions were received, therefore no responses were provided. C. Resilience NSW has been informed of adoption, pod recipients will be informed after consent from OLG has been received. OLG was originally contacted 22/06/2022, latest contact from OLG was 21/07/2022 where they anticipated a 10 day wait until the LAP was signed off. A document register number has been requested for the LAP to be ready to be placed on the website when consent from OLG has been received.		
1074	21 July 2022	198/22	<b>Financial Sustainability Review</b> That Council A. Endorse the attached Scope of Works as modified for the proposed Financial Sustainability Review; B. Seek an appropriately qualified contractor, using Council's standard procurement processes, to undertake the Financial Sustainability Review.	Chief Executive Officer	05/09/2022 – DR: Tender process completed and review is underway.	22/08/2022	Y
1073	21 July 2022	179/22	<b>Minutes from Councils Management and Advisory Committees</b> That Council A. Receive the minutes of the Adaminaby Hall, Bombala Exhibition Ground, Michelago Hall management committees. B. Make contact with committees who utilise the online booking system to ensure teething problems are resolved and a report provided at the next meeting	Manager Community Services	05/08/2022 – KS: A contact list has been received and contact will be made to complete this action.	22/08/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
7072	21 July 2022	187/22	<b>Highlands Circuit Road Name Approval for Gazettal</b> That Council approve the proposed road name 'Highlands Circuit' to go to the Geographical Names Board for gazettal.	GIS Administrator	05/09/2022 – BH: This road name has been gazetted by the Geographical Names Board. This road naming is finalised with all actions completed.  04/08/2022 – BH: No action.	22/08/2022	Y
1071	21 July 2022	197/22	<b>Accounting Treatment of Rural Fire Service ('Red Fleet') Assets</b> That A. Council affirms its support to Local Government NSW (LGNSW) and requests LGNSW continue advocating on Council's behalf to get clarification finally from the State Government about the accounting treatment of RFS assets. B. Re-affirms its complete support of and commitment to local RFS brigades noting that Snowy Monaro Regional Council's action is entirely directed towards the NSW Government's unacceptable position that rather than being owned and controlled by local brigades, RFS assets are somehow controlled by councils. C. Council writes to the local State Member Nichole Overall MP, the Treasurer the Hon Matt Kean MP, Minister for Emergency Services and Resilience the Hon Stephanie Cook MP and the Minister for Local Government Wendy Tuckerman MP: (a) Expressing Council's objection to the NSW Government's determination on ownership of Rural Fire Service assets;	Chief Communications Officer	31/08/2022 - GW: Point F: 1. Media release, 2. Website news article, 3. eNewsletter, 4. Social post - shared, Complete.  08/08/2022 - JB: Letter sent to the Auditor-General.  01/08/2022 – JB: Letters to Ministers sent on 1/8/22.	22/08/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>(b) Advising of the impact of the Government's position on Council finances of this accounting treatment;</p> <p>(c) Informing that Council will not carry out RFS assets stocktakes on behalf of the NSW Government and will not record RFS assets in Snowy Monaro Regional Council's financial statements;</p> <p>(d) Calling on the NSW Government to take immediate action to permanently clear up inequities and inconsistencies around the accounting treatment of Rural Fire Service (RFS) assets by acknowledging that rural firefighting equipment is under the control of and the property of the RFS; and</p> <p>(e) Amending s119 of the <i>Rural Fires Act 1997</i> so that the effect is to make it clear that RFS assets are not the property of councils.</p> <p>D. Council writes to the Shadow Treasurer Daniel Mookhey MLC, the Shadow Minister for Emergency Services Jihad Dib MP, the Shadow Minister for Local Government Greg Warren MP, the Greens Spokesperson for Local Government Jamie Parker MP and the leaders of the Shooters, Fishers and Farmers, Animal Justice and One Nation parties Robert Borsak MLC, Emma Hurst MLC and Mark Latham MLC:</p> <p>(a) Advising Members of Snowy Monaro Regional Council's position, including providing copies of correspondence to NSW Government Ministers; and</p> <p>(b) Seeking Members' commitments to support NSW Councils' call to amend the</p>				

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p><i>Rural Fires Act 1997</i> as set out in correspondence.</p> <p>E. Council writes to the Auditor General advising that notwithstanding any overtures of future qualified audits, it will not carry out RFS stocktakes on behalf of the NSW Government and will not record RFS assets in Snowy Monaro Regional Council's financial statements, noting that the State Government's own Local Government Accounting Code of Practice and Financial Reporting provides for councils to determine whether or not they record the RFS assets as council assets.</p> <p>F. Council promotes these messages via its digital and social media channels and via its networks.</p>				
1070	21 July 2022	192/22	<p><b>Organisational Performance Report - June 2022</b></p> <p>That Council vary the 2021-2022 operational plan and 2022-23 operational plan as follows:</p> <p>A. Defer action 10.1.4.4 - Process Management Framework: Develop and implement a framework for effectively capturing, mapping, analysing and improving business processes to the 2022-2023 Operational Plan.</p> <p>B. Defer Project 8.2.2.7 PROJECT (CW): Kalkite Sewage Treatment Plant electrical upgrades to the 2022-2023 Operational Plan.</p>	Coordinator Strategy Development	<p>26/08/2022 – GM: Actions updated into Operational Plan – Completed.</p> <p>3/08/2022 – AA: Noted, deferred actions and projects to be reallocated to operational plan as per resolution.</p>	22/08/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			C. Defer Project 8.2.2.6 PROJECT (CW): Cooma Water Treatment Plant raw water pump and variable speed drive upgrade to the 2022-2023 Operational Plan.				
1069	16 June 2022	166/22	<b>Tender Recommendation Report Bombala &amp; Delegate Water Treatment Plants Design &amp; Construction</b> The Council, pursuant to s 178 (3) (e) of the Local Government Act: A. Appoint Water Treatment Australia as preferred tenderer and authorise the CEO to negotiate the final compliance aspects for the WTP Design and Construct tender. B. Authorise the CEO to negotiate with the second place tenderer if negotiations with the preferred tenderer fail. C. Authorise the CEO to sign the necessary contract documentation.	Manager Water Wastewater	05/09/2022 – JM: Negotiations have concluded. Approval sought from DPIE Water to appoint contractor.  03/08/2022 – CW: Negotiations are ongoing and have progressed well.  07/07/2022 – JD: Letters to all tenderers have been compiled and negotiations will begin in the next couple of weeks.	30/09/2022	N
1068	16 June 2022	161/22	<b>Support for Jindabyne</b> That Council A. Actively seek out and apply for available grant opportunities, such as the NSW Community Building Partnership Grant, or other suitable community infrastructure grants for the purpose of installing additional street lighting in Jindabyne township and streets B. Work with government at both State and Federal level to find available options for	Chief Operating Officer	05/09/2022 – JM: Arranging inspection of streets to identify preferred locations for additional street lighting.  03/08/2022 – JM: Contact made with Essential Energy to confirm process for additional street lighting once identified. Letter of support for CCTV received from NSW Police.  06/07/2022 – JM:	30/12/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>better transport solutions for Jindabyne. Examples include, but are not limited to; additional taxi licences, community/government funded buses, lobbying to ride-share companies like Uber to include Jindabyne as a service area</p> <p>C. Work with Snowy Mountains Liquor Accord to gain further advice on what else council can do to assist the community from a local government level</p>		Community safety meeting held with key stakeholders on 5 July 2022. Key actions identified to be worked on before reporting back to stakeholders.		
1065	16 June 2022	150/22	<p><b>Donations and Sponsorship 2022 Application Score Summary</b></p> <p>That Council</p> <p>A. Receive the collated scores to inform allocation of funds to applications in the 2022 Donations and Sponsorship program provided in a separate report at this meeting.</p> <p>B. Award donations and sponsorship to the applications that achieve the highest collective scores in order as ranked within the budget set out in the policy.</p>	Governance Officer	<p>06/09/2022 – LO: Complete - Payments for recurring donations confirmed for distribution week beginning 29/08/2022.</p> <p>04/08/2022 – LO: Payments to applicants scheduled for 05/08/2022. Recurring donations 12/08/2022.</p> <p>26/07/2022 – ED: No further update. Payments on schedule as at 26 July.</p> <p>02/07/2022 – LO: Payments scheduled for July 2022.</p> <p>24/06/2022 – ED: All applicants have been notified - successful and unsuccessful - on Friday 17 June. A media release was published and the council website has been updated listing successful applicants. Payments</p>	18/07/2022	Y

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					are scheduled to be processed between 1 - 29 July.		
1064	16 June 2022	153/22	<b>Road Naming - Biilmann Close for new road proposed in 13 lot subdivision under DA 10.2019.3004109.1</b> That Council endorse the name Biilmann Close to go to the Geographical Names Board for pre-approval and to be publicly advertised for a period of 28 days.	GIS Administrator	05/09/2022 -: Report submitted for September Ordinary Council meeting. Next step will depend on outcome of Council's consideration for that report.  04/08/2022 – BH: Name found to be same as a local business name for owner/developer. A second report for September Ordinary Council Meeting consideration to be submitted detailing circumstances and officer recommendation.  24/06/2022 – BH: No action at this stage.	18/07/2022	N
1063	16 June 2022	152/22	<b>Road Naming Proposal - Rosamond Place for new road in 17 lot subdivision (DA 10.2020.220.1 17)</b> That Council endorse the name Rosamond Place to go to the Geographical Names Board for pre-approval and to be publicly advertised for a period of 28 days.	GIS Administrator	05/09/2022 – BH: Community Consultation complete with no submissions or objections. No further action at this point - report for Council approval will be submitted for October ordinary council meeting.  04/08/2022 – BH: Current in public advertisement period. Submitted to Geographical Names Board and pre-approved.  24/06/2022 – BH: No action at this stage.	18/07/2022	N
1062	19 May 2022	130/22	<b>Alice Street Jindabyne Close of Part of Road Reserve - Highview Subdivision Stage 6A Part</b>	Coordinator Land & Property	30/08/22 – TP: A - Completed; B - Completed;	20/06/2022	N

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			<p><b>2 - Boundary Adjustment followed by land transfer to Owner of Lot 15 DP 1237920</b></p> <p>That Council</p> <p>A. Approve and proceed with closure of part of the Alice Street road reserve in Jindabyne (an area of approximately 150.2 metres square which is identified as Lot 1 DP 1283940 in the draft survey plan attached) at the specified southern location of the cul-de-sac, in accordance with the Roads Act 1993;</p> <p>B. Approve and proceed with boundary adjustment of the subject land area;</p> <p>C. Agrees that all costs incurred in actioning the boundary adjustment and partial road closure are the responsibility of the adjacent landowner (Lot 15 DP 1237920), inclusive of survey, general legal, registration fees and title creation costs incurred;</p> <p>D. Recognise that the 150.2m2 portion of the public road closed will initially remain vested in Council as operational land for the purposes of the Local Government Act 1993;</p> <p>E. Approve for the land parcel (identified as Lot 1 DP 1283940 in the draft survey plan attached) to be disposed of via gifted transfer to the owner of Lot 15 DP 1237920 once road closure is complete, recognising that the owner of Lot 15 DP 1237920 was the original subdivider of the land comprised in the to-be-closed</p>		<p>C - Noted; D - Completed; E - In progress; F - Completed.</p> <p>02/08/22 - TP: A. In progress - Gazette published. B. Completed - Plan of subdivision approved by SMRC Planning. C. Noted - Conveyed to and understood by the relevant external party. D. Completed - Record of classification noted. E. Pending - To be completed at the appropriate time.</p> <p>06/07/2022 – TP: A. In progress - Survey plan has lodged with LRS; once lot identification has been processed by LRS the Gazette notice will be published formalising the road closure (partial) B. Completed - Plan of subdivision approved by SMRC Planning. C. Noted - Conveyed to and understood by the relevant external party. D. Completed - Record of classification noted. E. Pending - To be completed at the appropriate time.</p> <p>31/05/2022 – TP: A &amp; B In progress - Plan of Subdivision of part of Alice Street for title issue, and road closure under the Roads Act 1993, lodged in planning portal.</p>		

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			road segment immediately before the public road was created; F. Note that Alice Street in Jindabyne will be re-aligned, extended and dedicated as Council public road upon finalisation of Stage 6A Part 2 of the Highview Estate subdivision.		C. Noted - Conveyed to and understood by the relevant external party. D. Completed - Record of classification noted. E. Pending - To be completed at the appropriate time.		
1059	19 May 2022	129/22	<b>Cooma Weir Construction - Tender Evaluation Panel Recommendation</b> That Council A. Cancel tender 066-2021 Construction of Cooma Weir and Fishway Replacement due to the high risk of the current environmental and economic conditions. B. Accept the Select Contractor Early Involvement proposal from Leeds Engineering and conduct a detailed pre-construction planning phase to reduce apparent risk to all prospective tenderers. C. Re-issue the tender in the second half of 2022 calendar year as a select tender to the four tendering companies that have submitted tender returns this round with a proposed construction start date of January 2023. D. Actively seek additional funding streams for the project to be constructed.	Manager Water Wastewater	05/09/2022 – JM: No further updates.  03/08/2022 – CW: No further updates.  07/07/2022 – JD: This is progressing well and is on track to be completed in the next few months so that the tender can be readvertised at the end of 2022.  27/05/2022 – JD: Meeting held with Leed to establish SECI working arrangement. Contractual arrangements being finalised currently.	30/12/2022	N
1051	21 April 2022	95/22	<b>Land Acquisition for Road Reserve Alignment - Micalago Road &amp; Ryrie Street Extension, Michelago</b>	Coordinator Land & Property	30/8/22 - TP: PWA engagement active to deliver matter.	30/06/2024	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>That Council</p> <p>A. Approve and proceed with the acquisition of land described as part of Lot 1 DP 1158327 &amp; Lot 5405 DP 1244970 for the purpose of creating road reserve over existing (Micalago Road) and new infrastructure (Ryrie Street), in accordance with the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>;</p> <p>B. Where necessary, make an application to the Minister and the Governor for approval to acquire part of Lot 1 DP 1158327 &amp; Lot 5405 DP 1244970 by compulsory process under Section 186(1) of the <i>Local Government Act 1993</i> and in accordance with the provisions of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>; and</p> <p>C. Classify the land acquired as operational land in accordance with the <i>Local Government Act 1993</i>.</p>		<p>2022/07/26 - SR: Matter sitting with PWA for delivery - No further updates.</p> <p>30/06/2022 – SR: Matter sitting with PWA for delivery - No further updates</p> <p>30/05/2022 – SR: Engagement email sent to PWA - estimated delivery time from PWA 18-24 months.</p> <p>04/05/2022 – SR: A.B. &amp; C – Matter to be referred to PWA for execution.</p>		
1046	21 April 2022	97/22	<p><b>Purchase of Lot 9 DP239506 and Part Lot 5 DP239506 Jindabyne from Snowy Hydro Limited for Future Provision of Water Treatment Plant and Waste Transfer Station Respectively</b></p> <p>That Council</p> <p>A. Proceed with purchase of lot 9 DP239506 Jindabyne from Snowy Hydro Limited for</p>	Chief Operating Officer	<p>05/09/2022 – JM: All contracts signed, awaiting confirmation of exchange.</p> <p>03/08/2022 – JM: Awaiting contract of sale signature by Snowy Hydro for water treatment plant site. Contract of</p>	30/12/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>the future provision of a water treatment plant and passive recreation and upon purchase classify the land as operational land in accordance with the <i>Local Government Act 1993</i>;</p> <p>B. As part of the purchase of lot 9 DP239506, enter into a lease with Snowy Hydro Limited for the management of part lot 11 DP239506 being for Lake Jindabyne foreshore land for a period of 45 years at a cost of \$100 per annum (indexed by CPI);</p> <p>C. Proceed with purchase of part lot 5 DP239506 Jindabyne from Snowy Hydro Limited for the future provision of a waste transfer station and upon purchase classify the land as operational land in accordance with the <i>Local Government Act 1993</i>;</p> <p>D. Proceed with a subdivision (boundary adjustment) as part of the sale process to adjust the property boundary to align with the survey boundary of land to be acquired.</p>		<p>sale for waste transfer station now with Council, under review before signature.</p> <p>06/07/2022 – JM: Awaiting contract of sale signature by Snowy Hydro for water treatment plant site. Surveys being undertaken for waste transfer station site.</p> <p>07/06/2022 – JM: No further update.</p> <p>10/05/2022 – JM: Implementation of resolution has commenced.</p>		
1044	21 April 2022	109/22	<p><b>SMRC Support for Currawarna Aged Care Bombala</b></p> <p>That Council continue to work with the Currawarna Community Group, Federal and State governments, relevant ministers, NSW Southern Health District, and Catholic Archdiocese's to develop a sustainable solution for aged care services for Bombala and surrounds.</p>	Chief Operating Officer	<p>05/09/2022 – JM: Survey of community support providers expanded to include the community in general. Pop up stalls held in late August. Survey closes in September. Federal government confirmed interest in results. Meeting scheduled with Currawarna community group and Federal MP for September.</p>	30/12/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>03/08/2022 – JM: Met with representatives of Save Currawarna Community Group on 03/08/2022 to discuss Currawarna options and identify specific support that can be provided by SMRC. Survey of community support service providers released on 02/08/2022 to identify service gaps.</p> <p>06/07/2022 – JM: No further update.</p> <p>07/06/2022 – JM: Further meeting of SMRC aged care community services providers held on 1 June 2022 to commence gap analysis of services and identify opportunities to strengthen service provision. Focus on entire SMRC area.</p> <p>10/05/2022 – JM: Discussions with key stakeholders in relation to aged care services for Bombala and surrounds have commenced.</p>		
1041	21 April 2022	96/22	<p><b>Feral Predator Free Area at Nungatta - Temporary Closure of Laings Road</b> That Council proceeds with temporary closure of Laings Road using section 116 of the Roads Act 1993 to support the establishment of the Nungatta feral predator free area.</p>	Chief Operating Officer	<p>05/09/2022 – JM: No further update.</p> <p>03/08/2022 – JM: Awaiting response from Transport for NSW.</p> <p>06/07/2022 – TP: Council is awaiting the preferred wording from Transport for NSW for the 'consent request' to be then tabled back to the State by Council. The State will then approve the request, thus</p>	30/09/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>formalising the temporary closure period (traffic regulation) under s116 of the Roads Act 1993.</p> <p>07/06/2022 – JM: Public advertising closed with no submissions. Now proceeding with closure process.</p> <p>10/05/2022 – JM: Advertising of temporary closure has occurred, currently in public notification phase.</p>		
1032	17 March 2022	55/22	<p><b>Bombala Showground Lot Consolidation</b></p> <p>That Council consolidate eight lots (Lot 10 DP 1097766, Lot 11 DP 1097766, Lot 12 DP 1097766, Lot 13 DP 1097766, Lot 14 DP 1097766, Lot 1 DP 151403, Lot 1 DP 151404 and Lot A DP 154400) known as the Bombala Showground into one allotment.</p>	Coordinator Land & Property	<p>30/08/22 - TP: No further update at this point.</p> <p>26/07/2022 - SR: Plans &amp; administration sheet lodged with LRS awaiting registration.</p> <p>30/06/2022 – SR: Survey work completed. Administration sheet signed and returned to surveyor for lodgement.</p> <p>30/05/2022 – SR: Survey works delayed due to internal competing priorities. Estimated delivery time June 2022.</p> <p>29/04/2022 – SR: Title name change complete, awaiting consolidation plan from surveyor to progress the matter further.</p> <p>01/04/2022 – SR: Title name change initiated with BMR &amp; surveyor engaged to undertake works. ETA of</p>	31/10/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					consolidation plan is early May 2022.		
1023	18 November 2021	284/21	<b>Road Reserve Closure &amp; Disposal - Dry Plains Road - Lot 6 &amp; 7 DP 1018626</b> That Council A. Approve proposal to finalise closure of Lot 6 & 7 DP 1018626 as road reserve in accordance with the Roads Act 1993; and acknowledge that the land vests as operational land with Council, to then be used in compensation; B. Approve transfer of ownership of the closed road reserve known as Lot 6 & 7 DP 1018626 to adjoining landholder, being the applicant of Development Application 38/96, in Accordance with the Roads Act 1993, with associated fees and charges to be covered by the relevant adjoining landholder; C. Authorise the CEO to approve any terms for disposal of the relevant land parcel from Council to the adjoining landholders, and negotiate a purchase price equal to the resultant associated transfer costs only; recognising that the land for Dry Plains Road Reserve was given in kind to Council as public road.	Coordinator Land & Property	30/08/22 - TP: Confirmation received that public road reserve element has been removed from title of both Lot 6 & 7 DP 1018626. Elements B & C now able to progress.  26/07/2022 - SR: A. Gazette Notice for closure published 24/06/2022, Awaiting advice from Essential Energy for administration sheet mailing address. B. Dependant on resolution A being completed, C. All documents to date executed.  30/06/2022 – SR: A. Gazette Notice for closure published 24/06/2022. 88B instrument sent to Essential Energy for execution, 11R form lodged with LRS to remove Public Road Notification from title. B. Dependant on Res A being completed C. All documents to date executed  30/05/2022 – SR: Response from DPIE received able to progress with road reserve closure. Awaiting S88B Instrument for power line easement.  29/04/2022 – SR: No further update, still awaiting response from latest correspondence to DPIE.  01/04/2022 – SR:	30/11/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Res A: Response being drafted to DPIE addressing their concerns regarding connectivity of road reserve issue. Once this matter is cleared closure can proceed</p> <p>Res B: Dependant on A being finalised</p> <p>Res C: No further negotiations required at this stage, finalisation is dependent on Res A being completed.</p> <p>02/03/2022 – SR:</p> <p>Res A: Addressing received feedback from notifiable authorities. Easement creation is now required and there is a requirement to address road connectivity issues further west prior to closing lot 6 &amp; 7 DP 1018626.</p> <p>Res B: Dependant on A being finalised.</p> <p>Res C: Ongoing negotiations conducted due to easement creation, agreeance from land holder received.</p> <p>24/01/2022 – SR:</p> <p>Res A: Awaiting response to Statement of Title Particulars lodged with LRS. Feedback from notifiable Authorities received and review being conducted.</p> <p>Res B: Dependant on part A being finished.</p> <p>Res C: Written agreement received from landholder.</p> <p>16/12/2021 – SR:</p> <p>Res A: SOTP Lodged with LRS, notification sent to notifiable authorities &amp; notice to be advertised in Monaro post 05/01/2021.</p>		

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					Res B: Dependant on Res A being finished, Res C: Written agreement received from landholder.		
997	21 October 2021	259/21	<b>Smith's Road Rezoning</b> That Council A. Supports in principle, rezoning the northern end of Smiths Road from Environmental Management Zone (E3) to Environmental Living (E4) to reflect the current pattern of development and existing land use. B. Revises the Rural Land Use Strategy consistent with the original staff proposal to rezone the northern end of Smiths Road from E3 to E4, as contained in the first draft, while noting the costs associated with the rezoning process. C. Collaborates with the Smiths Road community to develop a financially responsible process, that will enable Council to commence, during the 2022/23 FY, the necessary studies and strategic planning required, to eventually incorporate the proposed rezoning into the new Snowy Monaro Land and Environment Plan.	Team Leader Strategic Planning	06/09/2022 – AA: No further update.  03/08/2022 – AA: Meeting was held at Smiths Road on 31 July and this item was discussed with the community. Continue to progress as per resolution.  03/08/2022 – AA: Meeting was held at Smiths Road on 31 July and this item was discussed with the community. Continue to progress as per resolution.  07/07/2022 – AA: No further update.  23/05/2022 – AA: Workshops being held with councillors to discuss implications of this proposal.  28/04/2022 – AA: No further update.  21/03/2022 – AA: No further update.  23/02/2022 – AA: A. Noted. B. No revision required as this is consistent with the draft Rural Land Use Strategy.	15/12/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>C. A LEP budget proposal is being prepared for Councils consideration that seeks a sustainable funding approach to achieve outcomes sought by this resolution.</p> <p>13/12/2021 – AA:</p> <p>A. Noted.</p> <p>B. No revision required as this is consistent with the draft Rural Land Use Strategy.</p> <p>C. Costs associated will be better understood once strategic bush fire study for the area is received. Consultation will be undertaken with RFS to ascertain what further work is required (if any).</p>		
983	26 August 2021	187/21	<p><b>Cooma Compost Facility and Crown Road</b> That Council</p> <p>A. Acquire Lot 1 DP 1075191 by compulsory acquisition process from Crown Lands under the Land Acquisition (Just Terms Compensation) Act 1991 by authority contained in the Local Government Act 1993 for the purpose of waste facility</p> <p>B. That the land be dedicated as operational land in accordance with the Local Government Act 1993</p> <p>C. That this acquisition is not for the purpose of resale or compensation</p> <p>D. That the necessary application be made to the Minister for Local Government and the Governor</p> <p>E. Authorise the Chief Executive Officer to execute all required documentation</p>	Coordinator Land & Property	<p>30/08/22 - TP: Awaiting Waste budget confirmation for this project piece, thus PWA engagement &amp; commencement of acquisition process delayed</p> <p>26/07/2022 - SR: No further update.</p> <p>30/06/2022 – SR: No further update.</p> <p>30/05/2022 – SR: No further update.</p> <p>29/04/2022 – SR: No further updates.</p> <p>01/04/2022 – SR: No further update.</p>	30/06/2024	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>02/03/2022 – SR: No further update - Awaiting budget advice for further progression.</p> <p>24/01/2022 – SR: No further update.</p> <p>16/12/2021 – SR: A. PWA Proposal received &amp; being reviewed for approval. B. No action required. C. No action required, D. Dependant on 'A'. E. Dependant on 'A'.</p> <p>25/11/2021 – SR: Awaiting for estimation from PWA for acquisition works, should be received week ending 05/12/2021. B. no action required. C. no action required. D. dependent on 'A'. E. dependent on 'A'.</p> <p>14/10/2021 – SR: Contact made with PWA to initiate process.</p>		
978	15 July 2021	164/21	<p><b>Expression of Interest Submissions Community Use Tenancy 17 Bent Street JINDABYNE - Lot 2 DP 860886</b></p> <p>That Council authorise further discussions with the EOI stakeholder groups with the aim of developing a feasible mixed occupancy</p>	Coordinator Land & Property	<p>30/08/22 - TP: Awaiting confirmation of the caveat change amendment sought from NSW Property. Further prompt to the DPIE sent on 12/8/22.</p> <p>02/08/2022 - TP: No further update at this point.</p>	30/09/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			model to benefit the community and meet the caveat terms.		<p>06/07/2022 – TP: Awaiting confirmation of the caveat change amendment sought from NSW Property.</p> <p>31/05/2022 –TP: No further update at this point.</p> <p>03/05/2022 – TP: No further update at this point.</p> <p>01/03/2022 – TP: No further update at this point.</p> <p>31/01/2022 – TP: NSW Navy Cadets have advised that they will not pursue their use of the site. Awaiting confirmation of the caveat change amendment sought from NSW Property. Review of use model and consideration of other suitable groups (in consult with the Monaro Family Support Services &amp; Monaro Care &amp; Early Learning Centre) to occur.</p> <p>01/11/2021 – TP: To inform user MOU drafting – Awaiting further advice from NSW Navy Cadets for their use aspect. Awaiting confirmation of the caveat change amendment sought from NSW property.</p> <p>01/10/2021 – TP: Incoming tenant groups have access to venue, with general fit out &amp; maintenance tasking being actioned at the site. A basic deed of Deed of</p>		

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Agreement will guide occupancy for the initial 4 6 month period; this will allow time for practical functional elements to be fine-tuned for all stakeholders, and thus better inform the long term lease design.</p> <p>05/09/2021 - TP: Agreement reached with the EOI user groups on shared use of space basic arrangements at the 17 Bent Street site. Finalising the agreement to ensure community groups can engage with the venue in September 2021.</p> <p>04/08/2021 - TP: Further contact from Property NSW anticipated in the coming week in relation to the permitted use nuances.</p>		
974	15 July 2021	160/21	<p><b>How can Council best leverage the State Government's recently announced policy on temporary supportive accommodation</b></p> <p>That Council</p> <p>A. Continue to work with the NSW Government to identify any current opportunities.</p> <p>B. Review the temporary supportive accommodation discussion paper when it is released and develop an action plan to ensure the regions issues are identified and addressed in any action plans that are developed.</p>	Coordinator Economic Development	<p>30/08/2022 – MA: Same as previous update – in progress.</p> <p>25/07/2022 - MA: No further update.</p> <p>05/07/2021 – MA: A. Land and Housing Corp are in contact with the Council planners in relation to their Cooma subdivision. B. Discussion paper not yet released and no indication of timeline for release.</p> <p>30/05/2022 – MA: Same as previous update.</p>	16/08/2021	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>04/05/2022 – MA: Same as previous update. Nil further update.</p> <p>05/04/2022 – MA: A: Coordinator Economic Development met with Land and Housing Corporation representatives to discuss economic development and market issues around Cooma. Continuing to work together regarding the state government pilot project subdivision at Cooma East. B: Discussion paper still not released</p> <p>28/02/2022 – MA: A concept is currently being developed and will be presented to Councillors for review when ready.</p> <p>21/01/2022 – GW: No further update pending release of discussion paper.</p> <p>21/12/2021 – MA: Nil further update.</p> <p>02/11/2021 – MA: Same as previous update and likely to remain so for some time and timeline for release of the temporary supportive accommodation discussion paper is unknown.</p> <p>30/09/2021 – MA: Same as previous update. Nil further update.</p> <p>01/09/2021 – MA:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					Same as previous update. Nil further update.  05/08/2021 - MA: Discussion paper not yet released by the State Government. Continuing to support the State Government's research for development opportunities in Cooma.		
962	17 June 2021	154/21	<b>Leesville Civil Works Progression to Enable Sale of Subdivision Section 3D (4 Lots) - Sale of Industrial Land</b>  That Council  A. Approve the completion of the essential civil works required for Stage 3D of the Leesville Industrial Estate subdivision in Jindabyne, expending up to \$600,000; B. Approve Lots 17, 18, 19 & 20 in Stage 3D at Leesville Industrial Estate to be sold by public auction, once civil works are completed; C. Authorise the Chief Executive Officer to establish the reserve price for Lots 17, 18, 19 & 20 at Leesville Industrial Estate ahead of the auction, and to negotiate with the highest bidder should any property fail to meet the reserve; D. Authorise the Chief Executive Officer to undertake all negotiations for the sale of Lots 17, 18, 19 & 20 at Leesville Industrial Estate, including real estate agent engagement; and E. Authorise the Chief Executive Officer to execute all legal documents and contracts	Coordinator Land & Property	30/08/22 - TP: No further update at this point.  02/08/2022 - TP: No further update at this point.  06/07/2022 – TP: No further update at this point.  31/05/2022 – TP: No further update at this point.  03/05/2022 – TP: No further update at present.  01/03/2022 – TP: No further update at this point.  31/01/2022 – TP: No further update at this point in time.  01/11/2021 – TP: No further update at this point.  01/10/2021 - TP: No further update at this point.	30/06/2023	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			for the sale of Lots 17, 18, 19 & 20 Leesville Industrial Estate.		<p>05/09/2021 - TP: A. In progress. B, C, D &amp; E: To be actioned upon completion of civil works.</p> <p>04/08/2021 - TP: Delivery arrangements for the expanded civil works progressing.</p> <p>02/07/2021 - TP: The resolution actions will be initiated.</p>		
961	17 June 2021	153/21	<p><b>Request to close part of Mittagang Road Reserve - Boundary Adjustment followed by Land Sale to Owner of Lot 2 DP 815248</b></p> <p>That Council</p> <p>A. Approve to proceed partial road closure of Mittagang Road, being approximately 773m2, at the specified location, in accordance with the Roads Act 1993;</p> <p>B. Authorise the Chief Executive Officer to execute all necessary documents for the partial road closure and boundary adjustment;</p> <p>C. Agrees that all costs incurred in actioning the boundary adjustment and partial road closure are to be borne by the adjacent landowner (Lot 2 DP 815248), inclusive of general legal, registration fees and title creation costs incurred by Council;</p> <p>D. Obtain an independent valuation of the 773m2 land area that is the subject of the</p>	Coordinator Land & Property	<p>30/8/22 - TP: No further update at this point.</p> <p>02/08/22 - TP: A In progress - All relevant information has been provided to the applicant's representative. The progression of the final survey and subdivision lodgement (boundary adjustment) now rests with the applicant. Once the LRS has issued a lot identification, then Land &amp; Property will be able to action the road closure gazette step. B Pending - To be completed at the appropriated time. C. Noted - Conveyed to and understood by the relevant external party. D. Completed - valuation report received 1/8/22. E. Pending - To be completed at the appropriate time. F. Pending - To be completed at the appropriate time.</p>	30/11/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>boundary adjustment to guide sale price setting;</p> <p>E. Approve the sale of the subdivided land parcel, approximate 773m2 in area, by private treaty to the adjacent landowner (Lot 2 DP 815248) subject to the completion of the road closure process; and</p> <p>F. Authorise the Chief Executive Officer to negotiate the sale price and execute any documentation required to complete the sale, at the appropriate time.</p>		<p>06/07/2022 – TP:</p> <p>A. In progress - All relevant information has been provided to the applicant's representative. The progression of the final survey and subdivision lodgement (boundary adjustment) now rests with the applicant. Once the LRS has issued a lot identification, then Land &amp; Property will be able to action the road closure gazette step.</p> <p>B. Pending - To be completed at the appropriate time.</p> <p>C. Noted - Conveyed to and understood by the relevant external party.</p> <p>D. In progress.</p> <p>E. Pending - To be completed at the appropriate time.</p> <p>F. Pending - To be completed at the appropriate time.</p> <p>31/05/2022 – TP:</p> <p>No further update at this point.</p> <p>03/05/2022 – TP:</p> <p>No further update at this point.</p> <p>01/03/2022 – TP:</p> <p>Item A: The partial road closure of the relevant section of the Mittagang Road reserve is queued for processing.</p> <p>Items B - F: Cost and administrative arrangements to be finalised to deliver clarity for both parties involved.</p> <p>31/01/2022 – TP:</p>		

SMRC Resolution Action Sheet – In Progress							
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					<p>No further update at this point in time.</p> <p>01/11/2021 – TP: No further update at this point.</p> <p>01/10/2021 - TP: No further update at this point.</p> <p>05/09/2021 – TP: No further update at this point.</p> <p>04/08/2021 - TP: In contact with the landowner's representative to progress mechanics and administration arrangements.</p> <p>02/07/2021 - TP: The resolution actions will be initiated.</p>		
952	17 June 2021	140/21	<p><b>Delegate Water Treatment Plant Reservoir &amp; Pump Station - Acquisition of Part Lot 1 DP 348134 Delegate - Acquisition of Easements - Application for Crown Licence</b></p> <p>That Council</p> <p>A. Authorise the CEO to:</p> <ol style="list-style-type: none"> <li>Negotiate the purchase under private treaty of part of Lot 1 DP 348134 Delegate or, if required;</li> <li>Proceed with the Compulsory Acquisition of the land described as part of Lot 1 DP 348134 Delegate and having an area of approximately 507m<sup>2</sup> for the purpose of water treatment plant, two reservoirs (one existing) in</li> </ol>	Manager Water Wastewater Operations	<p>05/09/2022 – JM: No further update.</p> <p>03/08/2022 – CW: No further updates.</p> <p>07/07/2022 – JD: No further updates.</p> <p>27/05/2022 – JD: No further updates.</p> <p>23/03/2022 – JD: No further updates.</p>	30/12/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>accordance with the requirements of the Land Acquisition (Just Terms Compensation) Act 1991.</p> <p>a. Make an application to the Minister and the Governor for approval to acquire part of Lot 1 DP 348134 Delegate, having an area of approximately 507m<sup>2</sup>, by compulsory process under section 186(1) of the Local Government Act 1993 and in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act;</p> <p>B. That the land being acquired within Lot 1 DP 348134, having an area of approximately 507m<sup>2</sup>, is to be classified as operational land;</p> <p>C. Application be made to the Minister for Local Government and the Governor to acquire easements for raw water pipeline purposes being 3 metres wide within (or over) Lot 2 DP 1015012 and Lot 8 DP 1167423 at Delegate by compulsory acquisition process in accordance with Council's power under Section 186(1) of the Local Government Act 1993 in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act 1991;</p> <p>D. Application be made for a Licence from Department of Planning, Industry &amp; Environment, Crown Lands for purpose of town water supply infrastructure on the Delegate River adjacent to Lot 8 DP 1167423;</p>		<p>20/01/2022 – JD: No further updates.</p> <p>03/11/2021 – JD: No further updates.</p> <p>28/09/2021 – JD: No further updates.</p> <p>30/08/2021 – JD: Valuation of land has been received. Lawyers amending license following comments from Snowy Forests and SMRC.</p> <p>02/08/2021 – JD: Valuation done on land required and agreement and license being drawn up by BMR Lawyers.</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			E. Authorise the CEO to sign any documentation required for the acquisition processes defined.				
951	20 May 2021	121/21 122/21	<b>Bombala streetscape remediation work</b> That Council instruct the CEO to take all steps available to Council to ensure the Bombala Streetscape Upgrade project is completed to the agreed professional standard as soon as possible. Given the contract was expected to be complete at the start of 2020, the contractor has had many months to remediate the aspects of the contract which were not fulfilled. Ratepayers have waited almost five years for this project to be complete.	Chief Operating Officer	06/09/2022 – JM: No further update.  03/08/2022 – JM: Awaiting response from RD Miller.  06/07/2022 - JM: Expert determination has concluded in favour of Council. Now proceeding to ensure RD Miller rectifies defects.  07/06/2022 – JM: Submissions made by Council and contractor for expert determination. Expert will review in June.  10/05/2022 – GH: Expert determination has yet to occur on this dispute.  08/10/2021 – JM: A dispute process has commenced with the contractor in accordance with the provisions of the contract. Currently in the negotiation to rectify stage. Next meeting scheduled for 12 Oct 2021 will see the contractor to present their recommended options for remediation.  09/06/2021 – GH: Staff have provided detail on the identified issues to Council's legal representatives who are	30/09/2022	N

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					evaluating in accordance with the contract requirements and determining course of action to remedy.		
950	20 May 2021	120/21	<b>Motion To Get A Report On A Bed Tax</b> That Council provide a report on the benefits, possible charges, and methods of implementing a bed tax, or other user pays options modelled on successful tourist towns which utilise a user pays system in Australia and overseas.	Coordinator Economic Development	30/08/2022 – MA: Same as previous update. Nil further update.  09/08/2022 – MA: Report underway.  25/07/2022 - MA: Coordinator Economic Development is working in a discussion paper regarding this issue, and aims to complete the paper later in the year.  05/07/2022 – MA: Same as previous update.  30/05/2022 – MA: Same as previous update.  04/05/2022 – MA: A discussion paper is being prepared on this subject to be presented to the Council in due course.  05/04/2022 – MA: A subscription user pays model is being explored with MRT Inc in the development of the Monaro Rail Trail business case and TDP. Continuing research into other possible options for tourism funding as well.  28/02/2022 – MA:		N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>As above.</p> <p>21/01/2022 – GW: No further update – can discuss with new Council but reviews of other region's not showing benefit or buy-in to date.</p> <p>21/12/2021 – MA: Nil further update.</p> <p>02/11/2021 – MA: No further update.</p> <p>30/09/2021 – MA: No further update.</p> <p>01/09/2021 – MA: A report will be provided in due course once ideas presented in the Council briefing have been developed further.</p> <p>09/06/2021 - MA: In progress.</p>		
929	15 April 2021	79/21	<p><b>Little Paupong Road</b> That Council</p> <p>A. Approve the proposal to create a road corridor over the constructed section of Little Paupong Road through Lots 69 and 70 DP 756708; with acknowledgement that all costs relating to the project will rest with Council.</p> <p>B. Request that Crown Lands transfer the nominated two sections of Crown road,</p>	Coordinator Land & Property	<p>30/08/22 - TP: No further update at this point.</p> <p>26/07/2022 - SR: A&amp;B: Surveyor has been engaged to undertake works. Other Council works have been prioritised. B&amp;C: No further update at this point.</p> <p>30/06/2022 – SR:</p>	30/09/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>which adjoin Lots 69 DP 756708 and 70 DP 756708, to Council as public road. With Council to then subsequently approve the road closing of these segments in accordance with the Roads Act 1993.</p> <p>C. Matter be brought back to Council for approval.</p>		<p>No further update.</p> <p>30/05/2022 – SR: Res A&amp;B: Surveyor has been engaged to undertake works - estimated delivery time is June (Other Council works have been prioritised). Res B &amp; C: Draft for July meeting started (delayed due to Infocouncil glitch).</p> <p>29/04/2022 – SR: Res A&amp;B: Surveyor has been engaged to undertake works - Estimated delivery time is June (Other Council works have been prioritised). Res B &amp; C: Draft for June Meeting started.</p> <p>01/04/2022 – SR: Res A&amp;B: Crown application approved and Gazette Notice published, surveyor can now be engaged for the creation of road reserve aligned with constructed section of Little Paupong Road., Res B &amp; C: Report to be drafted for June Council meeting, requesting approval to close Crown road reserves.</p> <p>02/03/2022 – SR: Res A &amp; B: Application sent to Crown Lands for transfer of road reserve to Council, Crown advised intention to publish Gazette Notice in March. Res C: Once application is approved matter can be returned to Council.</p> <p>31/01/2022 – TP: No further update at this point in time.</p>		

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					<p>15/12/2021 – SR: No further update.</p> <p>01/11/2021 – TP: No further update at this point.</p> <p>01/10/2021 - TP: Awaiting response from Crown Lands in relation to the application lodged by Council on 10/8/21</p> <p>17/08/2021 - SR: Application lodged 10/08 with Crown for transfer of Crown Road.</p> <p>04/08/2021 - TP: No further update at this point.</p> <p>06/06/2021 – TP: No further update.</p> <p>05/05/2021 – TP: The resolution actions will be initiated.</p>		
925	15 April 2021	85/21	<p><b>Council's Transition to Electric Vehicles and Low Greenhouse Gas Emissions Fleet</b></p> <p>That Council</p> <p>A. Develop a project plan for the transition to EV or alternative fuel uses that reduce the emissions of Council.</p> <p>B. Write to the Premier seeking the NSW Government not implement taxes on</p>	Coordinator Fleet	<p>05/09/2022 – DR: No further update.</p> <p>03/08/2022 – SS: No further update.</p> <p>06/07/2022 – SS: No further update.</p>	31/01/2022	N

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			<p>environmentally friendly vehicles as this will create a disincentive to uptake.</p> <p>C. Write to LGNSW asking them to lobby the State government not to implement taxes on environmentally friendly vehicles as per B above.</p> <p>D. Contact DPIE for information about their co-funding scheme for Council fleet operators to procure BEV passenger vehicles as per their net zero emissions policy Stage 1.</p> <p>E. Contact the Electric Vehicle Council to discuss becoming a site host for ESV chargers.</p>		<p>24/05/2022 – SS: No further update.</p> <p>10/05/2022 – DR: No further update.</p> <p>29/04/2022 – SS: A. Council's transition to EV or alternative fuels is driven by the Fleet Management Procedure but also integrally linked to infrastructure upgrades and alternate fuel supplies which are currently lacking maturity for this region. B. NSW Government is committed to introducing a road user charge (RUC) at 2.5c/km from 1 July 2027 or when EVs reach 30% of new vehicle sales. Rate aligns with Victoria and South Australia. C. No further update. D. Co funding scheme is run as a reverse auction to subsidise identified Council funding. Currently not identified. E. Site hosting is currently being investigated.</p> <p>01/12/2021 – SS: No further update.</p> <p>10/10/2021 – DR: Reviews into the various supporting funds has so far indicated that funds are available to support private business and individuals to transition to</p>		

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					<p>electric vehicles, but support for government agencies is not included in the programs.</p> <p>Continuing the gather information to allow for the various letters to be sent to cover the issues before Council in transitioning to electric vehicles.</p> <p>In the interim there are more hybrid vehicles entering the fleet, with these vehicles generally using about half the fuel of traditional combustion vehicles.</p> <p>30/09/2021 – SS: No further update.</p> <p>05/08/2021 – SS: No further update.</p> <p>07/06/2021 – SS: No further update.</p> <p>06/05/2021 – SS: No further update.</p>		
869	17 December 2020	259/20	<p><b>Bombala Sewerage Infrastructure Project - Relocation of Mahratta Street Pump Station and Bombala STP and Sewerage Infrastructure Budget Summary</b></p> <p>That Council:</p> <p>A. Approve installation of the Mahratta Street Pump Station at the option 2 site being north east of the skate park;</p>	Manager Water Wastewater Operations	<p>05/09/2022 – JM: No further update.</p> <p>03/08/2022 – CW: No further updates.</p> <p>07/07/2022 – JD:</p>	30/12/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>B. Approve an additional budget of \$230,000 from the water and sewer reserve; and</p> <p>C. Receive and note the information on previous budget variations for the Bombala STP Augmentation and Sewerage Infrastructure Upgrade projects as listed in this report.</p>		<p>Heritage approval is causing a delay however GHD are continuing to push this and get the approval completed.</p> <p>27/05/2022 – JD: GHD appointed to assist with approval processes required for the pump station construction.</p> <p>25/03/2022 – JD: No further update.</p> <p>20/01/2022 – JD: Updated review of environmental factors for the project is nearing completion.</p> <p>03/11/2021 – JD: Approval in Principal received on 28/10/2021.</p> <p>28/09/2021 – JD: No further updates.</p> <p>30/08/2021 – JD: No further updates from JHG.</p> <p>02/08/2021 – JD: John Holland Group advised they will respond to us in the near future.</p> <p>09/06/2021 – JD: No further updates.</p> <p>04/05/2021 – JD:</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Application submitted to John Holland Group for construction approval and owners consent on heritage application.</p> <p>30/03/2021 – JD: Heritage advisor currently progressing with the Heritage exemption application.</p> <p>02/03/2021 – JD: Design of the pump station in the new location is underway by GHD. The heritage consultant has carried out an assessment and this assessment and application for exemption in terms of the Heritage Act to commence shortly.</p> <p>15/01/2021 – JD: A. Council approved new location. Design work for new location has commenced. B. Complete. C. Complete.</p>		
864	17 December 2020	254/20	<p><b>Water and Wastewater Easement Acquisitions - Adaminaby and Bombala</b> That Council</p> <p>A. Application be made to the Minister for Local Government and the Governor to acquire easements for water supply purposes being 3 metres wide within (or over) Lot 287 DP 729870 and Lot 292 DP 729876 at Adaminaby by compulsory process in accordance with Council's power under Section 187(1) of the Local Government Act 1993 and in accordance with the provisions of the Land</p>	Coordinator Land & Property	<p>05/09/2022 – JM: No further update.</p> <p>03/08/2022 – CW: No further updates.</p> <p>07/07/2022 – JD: No further updates.</p> <p>27/05/2022 – JD: No further updates.</p> <p>25/03/2022 – JD:</p>	30/06/2022	N

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>Acquisition (Just Terms Compensation) Act;</p> <p>B. Application be made to the Minister for Local Government and the Governor to acquire easements for purpose of sewer services being 3 metres wide within (or over) Lot 287 DP 729870 and Lot 292 DP 729876 at Adaminaby by compulsory process in accordance with Council's power under Section 187(1) of the Local Government Act 1993 and in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act;</p> <p>C. Application be made for a Licence from Department of Planning, Industry &amp; Environment, Crown lands for purpose of town water supply infrastructure on Lot 291 DP 729876 at Adaminaby;</p> <p>D. Application be made to the Minister for Local Government and the Governor to acquire easements for purpose of sewer pump station on Lot 5 DP 758129 and sewer line being 3 metres wide within (or over) Lot 5 DP 758129 at Bombala by compulsory process in accordance with Council's power under Section 187(1) of the Local Government Act 1993 and in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act; and</p> <p>E. Authorise the CEO to sign any documentation required for the acquisition processes</p>		<p>No further update.</p> <p>20/01/2022 – JD: No further updates.</p> <p>03/11/2021 – JD: No further updates.</p> <p>28/09/2021 – JD: No further updates</p> <p>30/08/2021 – JD: No further updates</p> <p>02/08/2021 – JD: No further updates.</p> <p>09/06/2021 – JD: No further updates.</p> <p>04/05/21 – JD: No further updates.</p> <p>30/03/2021 – JD: No further update.</p> <p>02/03/2021 – JD: Acquisition of easements has commenced. PWA procured to undertake this acquisition.</p> <p>15/01/2021 – JD: Process has commenced. PWA engaged to assist SMRC with the applications.</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
855	19 November 2020	240/20	<b>Bicentennial Garden/ Parks – Bombala</b> That Council: A. Ensures that gardens, trees and significant plantings in all parks throughout Snowy Monaro Regional Council area are to be protected by a Plans of Management that will manage parks and gardens, with a Tree Management Plan developed to ensure that trees are conserved into the future; B. Acknowledge that the Bombala Bicentennial Garden is significant to the community; and C. Assess the Bombala Bicentennial Garden by a heritage expert for inclusion on Council's Heritage Listing.	Coordinator Strategy Development	26/08/2022 – GM: To be added to the draft LEP.  03/08/2022 – AA: No further update.  24/06/2022 – GMc: To be included within the draft LEP by December 2022.  24/05/2022 – GMc: To be included in draft LEP by December 2022.  29/04/2022 – GMc: Process for heritage listing to be finalised through LEP process.  25/03/2022 – GMc: Process for heritage Listing to be finalised through the LEP process and Heritage NSW.  24/02/2022 – GMc: Process for heritage listing to be finalised through the LEP process and Heritage NSW.  29/10/2021 – GMc: No further update – process for heritage listing to be finalised.  30/09/2021 – GMc: No further update - Process for heritage listing to be finalised.	15/12/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>30/08/2021 – GMc: No further update - Process for heritage listing to be finalised; however, discussion at 28 August Council meeting held concerns that future development in the area may be hampered by such listing. Enquiries to take place with Council's Heritage Officer to seek clarification around this.</p> <p>02/07/2021 – GM: No further update - Process for heritage listing to be finalised</p> <p>01/06/2021 – GMc: No further update - Process for heritage listing to be finalised</p> <p>04/05/2021 – GMc C. Council's Heritage Advisor has prepared a report recommending the trees within the Park are heritage listed.</p> <p>06/04/2021 – JM: No further update.</p> <p>03/03/2021 – JM: C. Assessment completed, currently being reviewed by Council's Strategic Planning team.</p> <p>29/01/2021 – JM: C. Assessment completed, currently being reviewed by Council's Strategic Planning team</p> <p>25/01/2021 – AA: C. Heritage consultant has undertaken an independent review of the Bicentennial</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Garden/Park against the NSW Heritage Councils criteria for local heritage listing. The heritage consultant concluded that Bicentennial Park meets the threshold for local heritage listing. The proposed listing will be incorporated into Councils new Snowy Monaro LEP and relevant planning proposal.</p> <p>30/11/2020 –JM:</p> <p>A. To be incorporated into draft the Plans of Management which will go out for community consultation planned for early March 2021.</p> <p>B. Completed.</p> <p>C. A request has been sent to Council's Heritage consultant to consider this item for heritage listing.</p>		
843	19 November 2020	228/20	<b>Strategy Review - Vale Street Land</b> That Council defer the report to a later date following a Councillor workshop.	Senior Project Manager	<p>24/08/2022 – CM:</p> <p>Consultants have provided 2 interim/draft reports to staff. Both reports have resulted in additional options requested to be included. The final development of those options is currently underway with a report due in early September. The reports include masterplanning (architectural studies) and real estate feasibility options.</p> <p>04/08/2022 – CM:</p> <p>Report due mid-August 2022.</p> <p>06/07/2022 – CM:</p>	31/03/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Colliers International and Cox Architects (ACT) reports due mid-July for review.</p> <p>01/06/2022 – CM: Colliers International have been engaged to assist with civic centre plans, which includes the review of the Vale Street land. Colliers undertaking a workshop with ELT mid-June with reports expected from their engagement, including master plan (Cox Architecture) last quarter 2022.</p> <p>24/01/2022 – DR: Work on determining options for the site has recommenced following recruitment of positions that had been vacant for some time. Colliers International will be engaged to undertake a review of the site and options for the future direction in relation to Council's offices.</p> <p>16/12/2021 – DR: No further update.</p> <p>30/11/2021 – DR: Two new staff commenced this week. This will allow tasks to be reassigned and allow this project to proceed.</p> <p>29/11/2021 – DR: Waiting on staff vacancies to be filled before strategy review to be undertaken.</p> <p>01/07/2021 - DR:</p>		

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					<p>Expressions of interest have been sought to undertake a review to identify if there is a viable option to develop new offices and the process will commence soon.</p> <p>06/05/2021 – DR: The closing date for expressions of interest to review options for the future use of the site have not yet closed.</p> <p>02/03/2021 – DR: Briefing completed in the Councillor Briefing Session on 04/02/21 with a Vale Street Property Workshop.</p> <p>29/01/2021 – DR: Time has been scheduled in an upcoming councillor briefing session for councillors to discuss this issue.</p> <p>27/11/2020 – DR: Time will be arranged for a fuller discussion on the options for the Council offices.</p>		
840	19 November 2020	225/20	<p><b>Peak View Hall</b> That Council, in order to facilitate the Peak View community's access to Lions International funding to upgrade the Peak View Community hall:</p> <p>A. Support the proposal to relinquish care and control of Crown Reserve 56109 with care and control being transferred to an appropriate community based incorporated association such as the</p>	Coordinator Land and Property	<p>30/08/22 - No further update at this point - awaiting advice from Crown Lands.</p> <p>02/08/22 – TP: No further update at this point.</p> <p>06/07/2022 – TP: Crown Lands update on 24/06/2022: "It is still within the system for the change over to take place." Process completion timeline is uncertain.</p>	31/08/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>proposed Peak View Progress Association Inc.;</p> <p>B. Authorise the CEO to negotiate with relevant parties an outcome to satisfy the requirements of all parties including the Peak View Community, the Crown, the NSW Aboriginal Land Council, Lions International and the Rural Fire Service.</p>		<p>31/05/2022 – TP: Peak View Volunteer Bushfire Brigade Association provided their formal letter of request to the State to become the Crown lands manager for reserve 56109 on 8/5/22. Crown Lands to advise when process has been formalised from their side.</p> <p>03/05/2022 – TP: Crown Land reviewing Council's wish to relinquish the role of Crown land manager for Reserve 56109 – Peak View Memorial Hal. The Peak View Volunteer Bushfire Brigade Association Incorporated (INC2101407) wish to assume the role of CLM.</p> <p>01/03/2022 – TP: Item A &amp; B: Work is continuing to negotiate an outcome to satisfy the requirements of all parties including the Peak View community, the Crown, the NSW Aboriginal Land Council, Lions International and the Rural Fire Service. Council has received some conflicting advice from Crown Lands in terms of the smoothest way to progress - Further consultation is underway.</p> <p>31/01/2022 – TP: The Peak View Volunteer Bushfire Brigade Association have achieved incorporation status in the state of NSW, with indication that it will be this entity which will officially nominate as the alternate Crown land manager of the site. Land &amp; Property will table this revised scenario to Crown Lands as a concept just to make sure there are</p>		

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					<p>no conflicts from that side of things. , Note: From the Lions Club (funding) perspective, they have indicated that as long as the group is an incorporated not-for-profit entity then the Lions aspect can proceed.</p> <p>12/11/2021 – TP: This Peak View Hall scenario remains a work in progress, as the community group has still not formed themselves to a legal entity standard that meets the Lions Club funding needs. I've had recent chats with both Chris Reeks (Lions Club) &amp; James Barron (community stakeholder) and they are trying to sort out the logistics so that they can then offer us (as the current CLM of the site) a proposed pathway of arrangements.</p> <p>03/11/2021 – PB: Action now sits with land and property. Item to be transferred to Teena Patterson.</p> <p>28/09/2021 JB: The funding has been approved after delay and money is being allocated. The transfer of Crown Reserve 56109 with care and control to Peak View Progress Association is now going ahead. Teena Paterson is aware and can progress the transfer as needed</p> <p>09/08/2021 - GH: No further update.</p> <p>02/07/2021 – JB:</p>		

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					<p>No further update.</p> <p>09/06/2021 – JB: No further update.</p> <p>03/05/2021 - JB: Chris Reeks of Lions Club Cooma advised that there has been No further update regarding this funding.</p> <p>06/04/2021 – JB: Chris Reeks has advised that Lions Club is to meet 7/4/21 and this item will be discussed then. The estimated timing for funding is April 2021.</p> <p>26/02/2021 – JB: SMRC is waiting on advice from the Lions Club regarding their success in the grant before proceeding.</p> <p>27/01/2021 – JB: A. Completed B. Discussions in progress</p> <p>26/11/2020 – JT: Discussions are in progress.</p>		
798	17 September 2020	176/20	<p><b>Request for Easement Over Council Land in Cooma</b> That Council</p> <p>A. Approve the request to create an easement for water supply over Lot 2 DP 224408 subject to:</p>	Coordinator Land & Property	<p>30/08/22 - TP: No further update at this point.</p> <p>02/08/2022 – TP: No further update at this point.</p>	30/09/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>i. All costs being borne by the owner of Lot 1 DP 224408.</p> <p>ii. Any disturbance to Lot 2 DP 224408 to be remediated by the applicant, as soon as possible, to the same condition as prior to disturbance.</p> <p>iii. The owner of Lot 1 DP 224408 obtaining a licence to pump water from Cooma Creek prior to installing the pipeline for water supply; and</p> <p>B. Authorise Council's CEO to execute any documents necessary to register the easement.</p>		<p>06/07/2022 – TP: No further update at this point.</p> <p>31/05/2022 – TP: No further update at this point.</p> <p>03/05/2022 – TP: No further update at this point.</p> <p>01/03/2022 – TP: No further update at this point.</p> <p>31/01/2022 – TP: Applicant initiated lodgement of easement creation documentation with SMRC's Planning Team. The owner's consent &amp; administration sheet were signed by CEO. Update has been sought from Planning as to the application's progression.</p> <p>01/11/2021 – TP: No further update at this point in time.</p> <p>01/10/2021 - TP: No further update at this point.</p> <p>05/09/2021 - TP: Email sent to the relevant landowner seeking an update on the survey aspects in order to progress easement registration.</p> <p>04/08/2021 - TP: Water licence reference number 40AL418298 is confirmed as held by the Landowner. Land &amp;</p>		

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					<p>Property await further advice from the Landowner as to easement survey aspects.</p> <p>02/07/2021 - TP: No further update at this point</p> <p>06/06/2021 – TP: Follow up with the landowner benefiting from the easement as to the licence status required.</p> <p>05/05/2021 - TP: No further update at this point.</p> <p>31/03/2021 - TP: No further update.</p> <p>01/03/2021 – TP: No further update.</p> <p>14/01/2021 – LB: A. The landowner has been requested to notify Council when the pipeline has been installed so that Council has an opportunity to inspect the area to ensure that Council property has been remediated. He has agreed to be responsible for all costs and will send a copy of the water licence to Council when he is in possession of the Licence.</p> <p>04/12/2020 – LB: A&amp;B. Council will await notification from landowner that he has achieved a licence to pump water and that he has a plan ready to create the easement.</p>		

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					<p>23/10/2020 – LB</p> <p>A. Landowner has been notified and is proceeding with the plan.</p> <p>B. Landowner is aware that he needs a licence to pump water from Cooma Creek prior to Council signing off on the plan for easement.</p> <p>24/09/2020 – LB:</p> <p>A. The landowner will be notified of the Council resolution including the conditions of approval so that he can arrange for a surveyor to do a plan for the easement and an 88B for the terms of the easement.</p> <p>B. The owner of lot 1 will be notified that Council will not permit registration of the plan until he has obtained a licence to pump water from NSW Water. Documents will be sent to the CEO for execution when they are ready.</p>		
794	17 September 2020	172/20	<p><b>Proposal to Close Part Mittagang Road - Yallambee Lodge</b></p> <p>That Council;</p> <p>A. Approve the road closing of part of Mittagang Road in accordance with the <i>Roads Act 1993</i>;</p> <p>B. Consolidate the new lot with lot 1 DP 841447 (Yallambee Lodge); and</p> <p>C. Authorise Council's CEO to execute all necessary documents to complete the road closing and lodgement of the plan of consolidation.</p>	Coordinator Land & Property	<p>30/08/22 - TP:</p> <p>A &amp; B: 11R form to action removal of public road reference on title of 11/1284435 to be lodged, supported by the published Gazette notification of the partial road closure (of the small segment of land that is now 11/1284435).</p> <p>C - CEO has executed all required documents to date.</p> <p>26/07/2022 – TP:</p> <p>No further update.</p> <p>30/06/2022 – SR:</p> <p>No further update.</p>	30/11/2022	N

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					<p>30/05/2022 – SR: Res A &amp; B: Plans Lodged with LRS - awaiting registration Res C: CEO executed all required documents to date</p> <p>04/05/2022 – SR: Res A &amp; B: Survey Deposit Plan for road closure have been returned to surveyor for LRS lodgement. Once LRS register the closure Deposit Plan we can move forward with consolidation Deposit Plans. Res C: CEO executed all required documentation to date.</p> <p>01/04/2022 – SR: Res A &amp; B: Partial Closure Draft Plans have been received from surveyor. Application for Post Certificate - Boundary adjustment lodged. Res C: CEO to sign administration sheet for road closure.</p> <p>03/02/2022 – SR: No further updates.</p> <p>24/01/2022 – SR: A, B &amp; C: Quote received from surveyor. Surveyor engaged to complete works.</p> <p>01/11/2021 – TP: No further update at this point in time.</p> <p>01/10/2021 – TP: No further update at this point.</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>05/09/2021 – TP: No further update.</p> <p>04/08/2021 - TP: No further update at this point.</p> <p>06/06/2021 – TP: No further updates at this point.</p> <p>05/05/2021 - TP: No further update at this point.</p> <p>31/03/2021 - TP: No further update.</p> <p>28/02/2021 - TP: A-C - Consolidated of land adjacent to the service station at Yallambee process inadvertently used the incorrect resolution; thus road closure plan is required to be redone by surveyor to accurately reflect 'new' lot footprint &amp; labels.</p> <p>22/01/2021 – LB: No further update.</p> <p>04/12/2020 – LB: A. Letters have been posted. There is a 28 day period for reply.</p> <p>23/10/2020 – LB: A. Letters have been prepared and are ready to be posted.</p>		

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					<p>B. After the road is closed a plan of consolidation will be prepared by a surveyor and the plan will subsequently be lodged.</p> <p>24/09/2020 – LB:</p> <p>A. Letters will be sent in the next two weeks to the notifiable authorities and to properties surrounding Yallambee notifying them of the proposal to close the road.</p> <p>B. After the road is closed a plan of consolidation will be prepared by a surveyor and the plan will subsequently be lodged.</p>		
789	17 September 2020	167/20	<p><b>Acquisition - Easement for Access Adaminaby Sewage Treatment Plant and Town Water Supply</b></p> <p>That Council:</p> <p>A. Proceed with the compulsory acquisition of the interest in the land described as part Lot 287 DP 729870 Land fronting Snowy Mountains Highway, Adaminaby and having an area of approximately 22m for the purpose of easement for access to essential services being the Sewage Treatment Plant in accordance with the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>;</p> <p>B. Proceed with the compulsory acquisition of the interest in the land described as part Lot 292 DP 729876 having an area of approximately 200m and part Lot 292 DP 729876 Land fronting Chalker Street, Adaminaby and having an area of approximately 344m for the purpose of easement for access to essential services</p>	Coordinator Land & Property	<p>05/09/2022 - JM: No further update</p> <p>03/08/2022 – CW: No further updates.</p> <p>07/07/2022 – JD: No further updates.</p> <p>27/05/2022 – JD: No further updates.</p> <p>25/03/2022 – JD: No further update.</p> <p>20/01/2022 – JD: No further updates.</p> <p>03/11/2021 – JD: No further updates.</p> <p>28/09/2021 – JD:</p>	30/12/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>being Town Water Supply in accordance with the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>;</p> <p>C. Make an application to the Minister and the Governor for approval to acquire part Lot 287 DP 729870 Land fronting Snowy Mountains Highway, Adaminaby and having an area of approximately 22m and Part Lot 292 DP 729876 having an area of approximately 200m and part Lot 292 DP 729876 Land fronting Chalker Street, Adaminaby and having an area of approximately 344m for the purpose of easement for access to essential services by compulsory process under section 187(1) of the <i>Local Government Act 1993</i>;</p> <p>D. Classify the land as easement for access in accordance with the <i>Local Government Act 1993</i>;</p> <p>E. Authorise the CEO to sign any documentation required for this Acquisition process.</p>		<p>No further updates.</p> <p>30/08/2021 – JD: No further updates.</p> <p>02/08/2021 – JD: No further updates.</p> <p>09/06/2021 – JD: No further updates.</p> <p>04/05/2021 – JD: No further updates.</p> <p>30/03/2021 – JD: No further updates.</p> <p>02/03/2021 – JD: Acquisition currently underway.</p> <p>15/01/2021 – JH: No further update.</p> <p>25/11/2020 – JH: No further update.</p> <p>25/11/2020 – JH: A-D. Acquisition process underway and being managed by the Water/Wastewater Team. A. This will take place when required.</p> <p>23/09/2020 - JH: A-D. Acquisition process underway. E. This will take place when required.</p>		

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					23/09/2020 - JH: A-D. Public Works Advisory (PWA) is being engaged to action this process so that Council secures permanent legal access swiftly. E. This will take place when required.		
775	20 August 2020	146/20	<b>Endorsement of SMRC Section 355 Manual</b> That Council send out a draft s355 manual to Committees for review and defer item until a Council workshop can be held.	Governance Officer	06/09/2022 – LO: No further progress since 04/08/2022.  04/08/2022 – LO: Work has resumed updating the manual applying new style guide and updating GST management following discussion with finance staff.  12/07/2022 – DR: No further update.  02/06/2022 – LO: Process delayed due to ongoing vacancy in Governance team. Target date expected 1 September 2022.  09/05/2022 – LO: Revision and consultation delayed due to vacancy in Governance team. Revised schedule to be provided following recruitment.  09/03/2022 – ED Draft manual under revision to reflect current structure. Draft to come to undergo consultation with internal stakeholder prior to ELT approval and Councillor workshop in June.	01/09/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>12/10/2021 – DR: Target date changed – defer to allow new Councillors to be informed and agree to the approach.</p> <p>01/04/2021 – ED: No further update.</p> <p>30/03/2021 – ED: No further update.</p> <p>24/02/2021 – ED No further progress.</p> <p>19/01/2021 – JM: No further progress.</p> <p>26/11/2020 – JM: The consultation period for the committees closed on 12 November 2020 and Council has received 16 comments. Comments are currently being reviewed a report will be presented to the Councillors at the 4 February 2020 briefing session.</p> <p>02/11/2020 – JM: A webinar was held on 29 October 2020 with all section 355 committees. A workshop will be conducted with councillors on 3 December 2020.</p> <p>25/09/2020 – JM: Documentation has been subjected to a final review and proof read prior to being sent out.</p> <p>31/08/2020 – JM:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					The Chief Communications Officer is currently reviewing the manual, after which it will be circulated to all committees to review for one month. A webinar will be conducted with all committees to explain the changes and answer questions. A Council workshop will be conducted on 5 November 2020.		
746	16 July 2020	107/20	<b>Health One Facility, Jindabyne</b> That Council A. Authorise the Chief Executive Officer to execute the Building Management Statement and take steps to finalise and sign the land sale agreement; and B. Approve the establishment of a Building Management Committee to oversee obligations of the Building Management Statement.	Facilities Officer Snowy River Health Centre	05/09/2022 - JM: No further update  26/07/2022 - NW: Awaiting updated 88B Instrument from lawyers.  05/07/2022 – NW: Awaiting updated Section 88B instrument from lawyers prior to Planning staff issuing stratum subdivision.  31/05/2022 – TP: A – Complete B - Pending: Awaiting internal response from Planning Department as to issue of subdivision certificate.  04/05/2022 – NW: A. Building Management Statement signed by CEO B. Plan of Subdivision awaiting review by Senior Council planners prior to establishment of Building Management Committee.  01/03/2022 – NW: A. Building management statement signed by CEO.	30/11/2022	N

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>B. Finalising plan of subdivision prior to establishment of building management committee.</p> <p>06/09/2021 – TP: Follow up query to Planning as to status of subdivision approval.</p> <p>27/04/2021 – NW: Waiting on Subdivision Certificate approval.</p> <p>26/03/2021 – NW: Subdivision Certificate and Modifications now lodged by Dabyne Planning.</p> <p>02/03/2021 – NW: Discussions ongoing between Dabyne Planning and Kleven Spain Surveyors. Subdivision application forms submitted to CEO for signature.</p> <p>12/01/2021 – NW: A. Surveyor provided plans although further information still required. Waiting on information to be forwarded.</p> <p>27/11/2020 – TP: No further update.</p> <p>27/10/2020 – NW: A. Awaiting surveyor to provide further information to enable registration of subdivision. Other party (HealthOne) still to sign the Land Sale Agreement.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>B. Building Management Committee to be formed with HealthOne once above items have been finalised.</p> <p>24/09/2020 – NW:</p> <p>A. Status remains unchanged. Building Management Statement signed by Chief Executive officer. Information has been returned to surveyor for creation of subdivision. Waiting on lawyers for other party regarding the Land Sale Agreement.</p> <p>B. Building Management Committee to be formed with HealthOne.</p> <p>26/08/2020 – NW:</p> <p>A. Building Management Statement signed by Chief Executive officer. Information has been returned to surveyor for creation of subdivision. Waiting on lawyers for other party regarding the Land Sale Agreement.</p> <p>B. Building Management Committee to be formed with HealthOne.</p> <p>22/7/2020 – NW</p> <p>A. Building Management Statement sent to Chief Executive Office for signing.</p> <p>B. Will work on creation of Building Management Committee once BMS signed.</p>		
718	18 June 2020	80/20	<p><b>Acquisition of Land - RFS Shed Michelago</b> That Council</p> <p>A. Proceed with the compulsory acquisition of the Land described as part Lot 5405 DP 1244970 Land fronting Rylie Street, Michelago between 369.945 Km and</p>	Coordinator Land & Property	<p>30/08/22 - TP: Valuation actioned and payment for this service aspect approved. PWA progressing the matter.</p> <p>26/07/2022 - SR:</p>	31/03/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>370.000 Km and having an area of approximately 1,162.6m<sup>2</sup> for the purpose of Rural Fire Shed in accordance with the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>;</p> <p>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 1,162.6m<sup>2</sup> by compulsory process under section 186(1) of the Local Government Act 1993;</p> <p>C. Classify the land as operational land in accordance with the Local Government Act 1993;</p> <p>D. Note that this acquisition is not for the purpose of resale; and</p> <p>E. Authorise CEO to sign any documentation required for this Acquisition process.</p>		<p>A. Plans of Acquisition have been registered with LRS, valuation still to be completed</p> <p>B. Dependant on A</p> <p>C. No Action Needed</p> <p>30/06/2022 – SR:</p> <p>Res A: No further update - PWA still awaiting valuation</p> <p>Res B: Awaiting completion of A</p> <p>Res C: No Action Required</p> <p>Res D: No Action Required</p> <p>Res E: As Required</p> <p>30/05/2022 – SR:</p> <p>Res A: No further updates</p> <p>Res B: Awaiting completion of A</p> <p>Res C: No Action Required</p> <p>Res D: No Action Required</p> <p>Res E: As Required</p> <p>04/05/2022 – SR:</p> <p>Res A: Awaiting valuation results, email sent to PWA requesting update for this matter.</p> <p>Res B: Awaiting completion of A</p> <p>Res C: No Action Required</p> <p>Res D: No Action Required</p> <p>Res E: As Required</p> <p>01/04/2022 – SR:</p> <p>Res A: Awaiting valuation to be complete.</p> <p>Res B: Awaiting completion of A.</p> <p>Res C: No Action Required.</p> <p>Res D: No Action Required.</p> <p>Res E: As Required.</p>		

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>02/03/2022 – SR: Res A: Valuer engaged via PWA. Res B: Awaiting completion of A. Res C: No Action Required. Res D: No Action Required. Res E: As Required.</p> <p>24/01/2022 – SR: Res A: SMRC reviewing PWA recommendation for valuation. Res B: Awaiting completion of A. Res C: No Action Required. Res D: No Action Required. Res E: As Required.</p> <p>16/12/2021 – SR: Res A: PWA reviewing valuation service quotes, Res B: Awaiting completion of A. Res C: No Action Required. Res D: No Action Required. Res E: As Required</p> <p>15/09/2021 – SR: PWA received consent letter and plans with approval stamp from Transport For NSW (Railway), PWA will progress the matter with John Holland Rail, still on track for delivery by end of 2021 (PWA advised).</p> <p>17/08/2021 – SR: PWA advise project is still on track for delivery before end of year. PWA waiting for response from UGL Regional Linx.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>02/08/2021 - SR: Advice received from UGL Regional Linx takeover of John Holland - PWA advised acquisition should be complete before Jan 2022 take over.</p> <p>02/07/2021 – TP: No further update at this point.</p> <p>06/06/2021 – TP: No further update at this point.</p> <p>27/04/2021 - JH: No further updated at this stage.</p> <p>23/03/2021 - JH: The survey plan has been prepared by PWA to enable the acquisition process to continue.</p> <p>28/02/2021 – JH: No further update.</p> <p>12/01/2021 – JH: No further update.</p> <p>25/11/2020 – JH: A to C: This process will take approximately 18 months.</p> <p>20/10/2020 - JH: A to C: Acquisition process underway. D &amp; E: Will be adhered to throughout this process.</p> <p>23/09/2020 - JH:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>A to C: Survey Plan Quote to be received shortly.</p> <p>26/08/2020 - JH: A to C: Acquisition process underway. Research has to take place to find gazette notices, survey plans to be prepared etc. D &amp; E: Will be adhered to throughout this process.</p> <p>22/07/2020 – JH: A to C: Acquisition process underway. D &amp; E: Will be adhered to throughout this process.</p> <p>24/06/2020 – JH: A to C: The Acquisition process will begin, this is a lengthy process as all items take place under strict timelines. D&amp;E. Complete.</p>		
669	16 April 2020	69/20	<p><b>Bombala Commercial Precinct Painting</b> 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 money on paint and provide supporting documentation to Council once the project is completed.</p>	Economic Development Officer	<p>25/08/2022 - JM: No further update.</p> <p>29/07/2022 - JM: Bombala Chamber of Commerce met with Pip Giovanelli, the heritage adviser to SMRC, to assist in business selection of heritage colours. With the view to be painting in the spring.</p> <p>25/07/2022 - GH: This resolution references the incorrect resolution number. Correct resolution number is 295/17.</p> <p>05/07/2022: - JM:</p>	31/05/2021	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Bombala Chambers are co-ordinating businesses to discuss the colour options available to them under the heritage colours with Council's heritage advisor to ensure adherence to council resolution 295/17 Part D. Bombala Chambers also applying the funds to both Buy-Rite Bombala and Murphy's Building Supplies for individual businesses to purchase agreed paint. Business are now hoping to get painting in the early spring once weather allows for outside painting.</p> <p>30/05/2022 – MA: The Economic Development Officer has met with the Bombala Chamber president who advises that the target for completion remains the end of June but they are having difficulties finding tradespeople so the completion date may be extended.</p> <p>04/05/2022 – MA: Bombala Chamber have advised they are still working towards the end of June for completion of this project.</p> <p>05/04/2021 – MA: No further update. Will receive update from Bombala Chamber on progress during April.</p> <p>28/02/2022 – SB: No further update.</p> <p>24/01/2022 – SB:</p>		

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Bombala Chamber of Commerce advised they are aiming to complete this project by the end of financial year.</p> <p>21/12/2021 – SB: No further update.</p> <p>01/11/2021 – SB: Approximately \$2000 spent, COVID has impacted delivery.</p> <p>28/09/2021: SB No further update.</p> <p>31/08/2021: SB No further update.</p> <p>03/08/2021: SB No further update.</p> <p>30/06/2021: SB No further update</p> <p>01/06/2021 – SB: No further update.</p> <p>27/04/2021: SB No further update.</p> <p>25/03/2021 - SBly: No further update.</p> <p>25/02/2021 – SBly: No further update.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>29/01/2021 – MA: No further update.</p> <p>30/11/2020 – MA: Update received from Bombala Chamber of Commerce. They are still negotiating with main street businesses to cover the cost of labour for the painting, given the cost of the actual paint is covered by the project. Aiming for completion of project by May 2021.</p> <p>04/11/2020 – MA: Still in progress by Bombala Chamber.</p> <p>28/09/2020 – MA: No further update.</p> <p>02/09/2020 – MA: Still in process of being implemented by Bombala Chamber.</p> <p>02/07/2020 – MA: Project in progress and resting with Bombala Chamber – No further update from below.</p> <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:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					A purchase order will be issued to the Chamber of Commerce this week so that they can send us an invoice and be paid.		
660	19 March 2020	55/20	<b>Proposed Acquisition of Easement for Access to Middlingbank Quarry</b> That Council A. Enter into negotiations with the owner of lot 1 DP 1022898 for a right of way for access across his land. B. Engage the services of a surveyor to create a plan for registration of a right of way across lot 1 DP 1022898. C. Council to be responsible for all costs for creation and registration of the plan for the right of way. D. Authorise the Chief Executive Officer to negotiate the compensation for the easement. E. Authorise the Chief Executive Officer to sign all necessary documents to give effect to the above.	Manager Infrastructure	05/09/2022 - JM: No further update  03/08/2022 – JM: No further update  07/07/2022 - ZC: No further action.  07/06/2022 – JM: No further update.  10/05/2022 – ZC: No further update.  08/02/2022 – GS: All actions have been undertaken. The owners of Lot 1 refused to negotiate a right of carriageway through their property, so the resolution can be taken no further. There is a Crown road reserve through Lot 2 but negotiations with Crown Lands have not yet taken place over the use of that access point. A report will be prepared for Council consideration once Crown Lands have been consulted over the acquisition of the Crown road reserve.  29/09/2021 – GS: This action will be subject to a Council report for consideration in November 2021.	30/12/2022	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>05/07/2021 – GS: The owner of Lot 1 DP 1022898 has stated they are not prepared to enter into negotiations for a right of carriageway between Middlingbank Road and Middlingbank Quarry. Discussions are underway with the owner of Lot 2 DP 1271068 to understand if options are available to create an access through that property with further options to acquire the Crown road (unformed) that's established along the boundary of Lot 1 and Lot 2.</p> <p>02/07/2021 - TP: No further update at this point.</p> <p>05/05/2021 - TP: No further update.</p> <p>31/03/2021 - TP: No further update.</p> <p>28/02/2021 - TP: AA - Negotiations continue with Manager Infrastructure spearheading discussions. B Draft plan for right of access pending results of A. C-E These actions will take place at the appropriate time.</p> <p>22/01/2021 – LB: A. Letter has been sent to Council's solicitor requesting that he commence negotiations with the landowner for a right of way for access to the Quarry.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>B. Surveyor has submitted a draft plan for right of access and this will be finalized as soon as negotiations are completed.</p> <p>04/12/2020 – LB:  A. Completed.  B. Discussions are ongoing to decide the best approach for a permanent access.</p> <p>23/20/2020 – LB:  A. The temporary agreement between SMRC and Mr Thomas for access to Middlingbank Quarry has been signed and is active from 2 November 2020 through to 30 April 2021. Notice has been provided to Mr Thomas, in accordance with the agreement that Council intend to access Middlingbank Quarry to extract material in November 2020. Work to ensure the access road is suitable for heavy traffic will commence on Monday 2 November.  B. The process to secure permanent access will commence shortly  C. These actions will take place at the appropriate time.</p> <p>24/09/2020 – LB:  A. The agreement has been executed by both parties and Council is planning dates for access to the quarry to extract material.</p> <p>26/08/2020 – LB:  A. Council is currently negotiating an agreement with the landowner that will create a temporary access agreement for a 6</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>month period between November 2020 and April 2021.</p> <p>B. The surveyor has completed the survey for the easement for access subject to negotiation with the landowner.</p> <p>C. Council has engaged the surveyor and will be responsible for all costs.</p> <p>D. Further negotiations are required to understand if a permanent agreement for access to Middlingbank Quarry, through Mr Thomas's property is possible.</p> <p>28/07/2020 – LB:</p> <p>A. No update.</p> <p>B. Quotations for the survey were received. Despite numerous emails being sent to the surveyors only one surveyor responded and he has been requested to proceed as soon as possible.</p> <p>26/06/2020 – LB:</p> <p>A. Negotiations with landowners are ongoing.</p> <p>B. Requests for quotations for survey have been advertised.</p> <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> <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</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					sent this week to be followed up with a phone call.  26/03/2020 – LB Negotiations have commenced with the landowner.		
643	19 March 2020	44/20	<b>Acquisition by Possessory Title - Lot 16 Section 1 DP 1242 - Berridale Memorial Park</b> That Council A. Apply for possessory title over lot 16 Section 1 DP 1242 (Berridale Memorial Park) B. Classify lot 16 Section 1 DP 1242 as community land upon acquisition.	Coordinator Land & Property	30/08/22 - TP: No further update at this point.  02/08/2022 - TP: No further update at this point.  06/07/2022 – TP: No further update at this point.  31/05/2022 – TP: No further update at this point.  03/05/2022 – TP: Requisition deferred by LRS due to change in protocol by the State means review, and possible refreshment of documents, prior to re-lodgement of matter via online application.  01/03/2022 – TP: No further update at this point.  31/01/2022 – TP: Solicitors have flagged that re-lodgement of the entire document file was required due to change in LRS processing mechanics to online. There appears to be a telegraphed hesitancy within the LRS to view Council's ongoing maintenance of the property, to enable its continued use as a	31/12/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>monument site, as sufficient to establish possession - Further investigation to be actioned by Land &amp; Property as to existence of any further historic evidence of dealings in relation to monument construction and primary use of site.</p> <p>1/11/2021 – TP: No further update at this point in time.</p> <p>01/10/2021 – TP: No further update at this point.</p> <p>05/09/2021 – TP: No further update at this point.</p> <p>04/08/2021 – TP: No further update at this point.</p> <p>02/07/2021 – TP: Responding to a further request from Revenue NSW, a letter has been sent confirming that upon acquisition - Lot 16 Section 1 DP 1242 – Berridale Memorial Park – will not be used for any trading undertaking</p> <p>06/06/2021 – TP: Amended application for possessory title lodged to include additional details of the grants of probate (as received from the Supreme Court of NSW).</p> <p>05/05/2021 – TP: Solicitors have confirmed that the required supporting Statutory Declarations from</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>independent persons (2) have been obtained. NSW Revenue documentation finalised to enable transfer of land to be completed exempt payment of duty.</p> <p>31/03/2021 – TP: LRS requested details of two disinterested persons requested willing to provide Statutory Declarations related to prior treatment &amp; use of land in question; details of such provided (with permission) to Solicitors.</p> <p>28/02/2021 – TP: Application for possessory title lodged with NSW LRS. Further legal paperwork being formatted including the Statutory Declarations of two "disinterested witness" to support Council's possessory claim.</p> <p>14/01/2021 – LB: A&amp;B Application for possessory title has been lodged with the LRS after discussions with the RSL. RSL has been assured that the land will be classified as community land upon acquisition.</p> <p>04/12/2020 – LB: A. A letter was received from Head Office of NSW RSL to say that Council should deal with the Snowy River Branch of the RSL with respect to future management of the park. An email was sent to the local RSL branch requesting consent for Council to proceed with the application for possessory title, with</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>the assurance that the park would be classified as community land upon acquisition. The relevant sections of the Local Government Act pertaining to management of community land were also sent in the email as a link to assist the RSL in determining their response.</p> <p>23/10/2020 – LB:  A. An email was sent to the local branch of the RSL asking for an update.  B. To be completed upon acquisition of the land.</p> <p>24/09/2020 – LB:  A. The Snowy River branch of the RSL was notified of Council's intention to apply for possessory title and the branch has sent the notification to The RSL's head office for a response.</p> <p>26/08/2020 – LB:  Requisition on Title has requested an Old Title search which is currently being carried out by Crown Lands.</p> <p>26/08/2020 – LB  A. Requisition on Title has requested an Old Title search which is currently being carried out by Crown Lands.  B. Lot 16 will be classified upon acquisition through the resolution of Council.</p> <p>29/07/2020 – LB:</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>The CEO has executed the documents.</p> <p>26/06/2020 – LB: Application is proceeding.</p> <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>		
573	21 November 2019	443/19	<p><b>Werralong Road - Proposed Acquisition With and Without Consent</b> 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</p>	Coordinator Land & Property	<p>30/08/22 - TP: LRS registration to reflect SMRC ownership on title for 5 (of 10) lots has been finalised. Matter completed in full.</p> <p>02/08/22 – TP: No further update at this point.</p> <p>31/05/2022 – TP: LRS registration to reflect SMRC ownership on title for 5 (of 10) lots remains pending. Council solicitors have prompted LRS again for progress request in relation to this final element.</p> <p>03/05/2022 – TP:</p>	30/06/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>purpose of public road under the provisions of the <i>Land Acquisition (just Terms Compensation) Act 1991</i> in accordance with Division 1 Section 177 of the Roads Act 1993 and the making of the necessary application to the Minister and/or Governor.</p> <p>C. To authorise the General Manager to execute all documents relevant to the acquisitions both without consent and with consent on behalf of Council.</p> <p>D. Agrees to bear all costs for the acquisition of the proposed lots.</p>		<p>The mandated compensation payment (\$82,983.00) to the 'without consent party has been completed. Remittance Advice of payment forwarded to the relevant party via email. Requisition information provided to the LRS on 11th April 2022 for administrative record update of Council as owner for the 5 parcels (with consent) &amp; 5 parcels (without consent).</p> <p>01/02/2022 – TP: Items A, B &amp; C - Complete. Item D - NSW Valuer General compensation determination has been received: Council are to pay the other party \$82,983 (inc GST). The compensation is restricted to 'disturbance' only; covers legal costs, land value costs &amp; fencing. The mandated compensation notice has been prepared and once executed by SMRC it will be distributed to the other party via solicitor channels.</p> <p>31/01/2022 – TP: Items A, B &amp; C - Complete. Item D - No further update at this point in time.</p> <p>01/11/2021 – TP: Elements A, B &amp; C – Complete. D - Council awaits Valuer General compensation advice related to the lots that were acquired by compulsory process (without consent).</p> <p>01/10/2021 – TP: Governor's approval to publish the supplied acquisition notices for the Werralong Road compulsory acquisition process has been</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>received; Lots 4, 5, 7, 8 &amp; 10 DP 1245630 - Approved under Executive Council Minute # 34 (22 September 2021), Lots 1, 2, 3, 6 &amp; 9 DP 1245630 - Approved under Executive Council Minute # 28 (22 July 2020), Werralong Road (Lots 1-10 DP 1245630) - The publication of the acquisition notices (2) in the New South Wales Government Gazette occurred on 1st October 2021; this action brings the land described in the notices into Council's ownership. The final process element relates to compensation applicable to Lots 4, 5, 7, 8 &amp; 10 DP 1245630, with Council to be guided by the NSW Valuer General in relation to this aspect.</p> <p>05/09/2021 – TP:            Lots 4, 5, 7, 8 &amp; 10 DP1245630: The 90 day PAN period expires on Sunday 5th September 2021, at which time the OLG will submit the acquisition notice for the Governor's approval. Upon receipt of the Governor's approval, the OLG will provide Council with a copy of the approved acquisition notice and Minute Number to be used for the publication of the acquisition notice. It remains Council's responsibility to organise for the publication of the acquisition notice in the NSW Gazette.</p> <p>04/08/2021 - TP:            No further update at this point.</p> <p>02/07/2021 - TP:            No further update at this point.</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>07/06/2021 – TP: The PANs related to Werralong Road acquisition were formally issued on Monday 7th June 2021 to the relevant parties. Once the PANs are issued a 90 day sequence triggers, at the end of which the OLG submits the Acquisition Notice for the Governor's approval. Upon receipt of Governor's Approval, Council can then lodge the Government Gazette publication of the acquisition notice.</p> <p>05/05/2021 – TP: No further update at this point.</p> <p>31/03/2021 – TP: Updated application lodged with OLG to match the revised PAN (already executed) and reflects the inclusion references related to Lots 5 &amp; 7, as these lots are now actually now part of Lot 1 DP 1172849 (Downs's ownership). Letters sent to all involved landowners with status update.</p> <p>28/02/2021 – TP: Amended proposed acquisition notice tabled to the registered proprietor (external party) to ensure Lot 5 &amp; Lot 7 DP 1245630 (formerly Crown Reserve Roads) are encompassed, being as they are actually now part of Lot 1 DP 1172849 (Downs).</p> <p>22/01/2021 – LB: A. The OLG has confirmed that the application has been approved and is awaiting execution by the Minister.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>B. The land which was to be gifted to Council which is subject of the acquisition with consent cannot be gazetted as road until Council receives consent from the OLG to the acquisition without consent. The land to be gifted to Council was gifted on the condition that Council is successful in acquiring the land without consent.</p> <p>04/12/2020 – LB: A&amp;B. The paperwork returned from Office of Local Government appears to have overlooked sections of closed Crown reserve road, which have been sold prior to the adjoining landowner. Council is clarifying whether this was an oversight to ensure there are no future delays in the process of acquisition.</p> <p>23/10/2020 – LB: A. An email was received from one of the landowners on Werralong Road attaching an email from John Barilaro's office dated 23 October. The email from John Barilaro referred to a reply from the Minister for Local Government responding to correspondence from the landowner. The email inferred that the OLG has made a recommendation to the Minister to be considered in the near future.</p> <p>24/09/2020 – LB: No further update.</p> <p>26/08/2020 – LB: A&amp;B. OLG has not released consent for acquisition. Currently Council is unable to</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>proceed until consent for acquisition without consent is received from OLG C&amp;D. Documents will be executed at the appropriate time. Costs are paid on invoice.</p> <p>27/07/2020 – LB:</p> <p>A. Application was sent to OLG for consent to the acquisition. Email reply from OLG received 27/7/2020 consenting to the acquisition with consent.</p> <p>B. Application for acquisition of lots 4, 8 and 10 without consent is currently being assessed separately.</p> <p>C. The necessary documents will be sent to the CEO when necessary for execution.</p> <p>D. All costs are being paid by Council.</p> <p>26/06/2020 – LB:</p> <p>Council received a letter from the OLG to say that the process for requesting a shorter timeframe would result in the process taking longer due to their process. Therefore, Council has withdrawn its application to reduce the notification time.</p> <p>The legislated timeframe for notification is 90 days and Council should not anticipate a decision from the OLG for at least 3 months. Recent experience has demonstrated that the OLG is not providing decisions on applications for 6 months or more.</p> <p>28/05/2020 – LB:</p> <p>There has been no response from the OLG with respect to the application to reduce the</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>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: 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>		

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
553	21 November 2019	422/19	<b>Managing Heavy Vehicles in Bombala Town Centre - Community Consultation</b> That the matter be deferred for further consultation with the public including correspondence from the Bombala Chamber of Commerce.	Coordinator Strategy Development	<p>26/08/2022 – GM: Some on-site discussions with staff and Mayor undertaken.</p> <p>03/08/2022 – AA: No further update.</p> <p>24/06/2022 – GMc: This consultation work has not been planned for the 2022-2023 FY.</p> <p>24/05/2022 – GMc: This consultation work has not been planned for 22/22 financial year.</p> <p>29/04/2022 – GMc: This consultation work has not been planned for 22/23 financial year.</p> <p>25/03/2022 – GMc: This consultation work has not been planned for the 2021/2022 Financial Year within the Strategy Team. Consideration for this action to occur for the 2022-2026 Delivery Program.</p> <p>24/02/2022 – GMc: This consultation work has not been planned for the 2021/2022 Financial Year. Consideration will be given for this action to occur for the 2022-2026 delivery program.</p> <p>29/10/2021 – GMc: No further update - requested consultation has not been prioritised as part of the 2020-2021</p>	Ongoing	N

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Operational Plan. As per LSPS action 10.7 bypass investigations is a medium to long term action of 10-20 years.</p> <p>30/09/2021 – GMc: No further update - Strategic Planning Team to seek additional information from Councillors.</p> <p>30/08/2021 – GMc: No further update - Strategic Planning to seek additional information</p> <p>02/07/2021 – GMc: No further update.</p> <p>01/06/2021 – GMc: No further update.</p> <p>04/05/2021 – GMc: No further update - Strategic Planning to seek further information.</p> <p>01/04/2021 – GMc: No further update - Strategic Planning to seek additional information.</p> <p>03/03/2021 – GMc: No further action at this stage.</p> <p>25/01/2021 – GH: An informal meeting was held between Bombala based councillors and relevant staff. The outcome of the meeting is to proceed with further community consultation.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>27/11/2020 – GH: A meeting has been arranged with Bombala based councillors to discuss options for further community consultation. Meeting proposed to be held on 4 December 2020 and is open to any other interested councillor to attend.</p> <p>05/11/2020 – JM: No further update.</p> <p>25/09/2020 – GH: No further update.</p> <p>03/09/2020 – GH: No further update.</p> <p>01/07/2020 – AS: No further update. Consultation occurred from September 2019 to October 2019.</p> <p>01/06/2020 – GH: Communication distribution proposed re Bombala Town Centre Community Consultation:</p> <ul style="list-style-type: none"> <li>• Noticeboards – IGA and Newsagency</li> <li>• Bombala Times and Monaro Post</li> <li>• Facebook – Bombala Noticeboard</li> <li>• Facebook – SMRC page</li> <li>• Facebook – SMRC Business Forum Group</li> <li>• Radio – capital network and 2MNO</li> <li>• Notice at SMRC office</li> <li>• Info sent to SMRC customer service for any enquiries</li> <li>• SMRC website</li> </ul>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<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>		
439	21 November 2019	408/19	<p><b>Closure of Part of the Road Reserve in Barrack Street Cooma</b> 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>	Property Officer	<p>23/08/22 - GT: A: Complete. B: Part 1 Complete - learner bike track has been constructed   Part 2 In progress, no update from the surveyor. C: Complete.</p> <p>01/08 22 - GT: A: Complete. B: Part 1 Complete - learner bike track has been constructed   Part 2 In progress, no update from the surveyor. C: Complete.</p> <p>28/06/2022 – GT: A: Complete. B: Part 1 Complete - learner bike track has been constructed   Part 2 In progress advised by the surveyor on 30/05/22 that he has a couple of requisitions that need attending to on this and</p>	30/06/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>was hoping to work on them in late May/early June. C: Complete.</p> <p>31/05/2022 – GT: A: Complete B: Part 1 Complete - learner bike track has been constructed   Part 2 In progress advised by the surveyor on 30/05/22 that he has a couple of requisitions that need attending to on this which he will hopefully work on it late in the week C: Complete.</p> <p>02/05/2022 – GT: A: Complete. B: Part 1 Complete - learner bike track has been constructed   Part 2 In progress and No further update. C: Complete.</p> <p>04/04/2022 - GT: A: Complete. B: Part 1 Complete - learner bike track has been constructed   Part 2 In progress and No further update</p> <p>23/02/2022 – GT: A: Complete. B: Part 1 Complete - learner bike track has been constructed   Part 2 in progress and No further update. C: Complete.</p> <p>13/12/2021 – GT:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>No further update.</p> <p>25/11/2021 – GT: No further update.</p> <p>21/10/2021 – GT: Correspondence received from BMR confirming of registration of the land in the name of Snowy Monaro Regional Council. They have advised the surveyor as well.</p> <p>19/10/2021 – GT: Part 2: BMR confirmed the Application to Record a New Registered Proprietor electronically with LRS was lodged on 18 October 2021 - as it needed to be updated from The Council of the Shire of Cooma-Monaro. BMR will advise once the Application has been registered.</p> <p>27/09/2021 - GT: A: Complete. Approval granted - Council Meeting 21 November 2019. B: Part 1 Complete - learner bike track has been constructed   Part 2 In progress - plan is with LRS. Once registration is complete Jack Atkinson Surveying will notify Council and BMR can complete Application to Record a New Registered Proprietor for the land.</p> <p>C: Complete - only 2 objections were received and were responded to at the time.</p> <p>06/09/2021 - TP: Confirmation of status sought from surveyor.</p>		

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>04/08/2021 - TP: No further update at this point.</p> <p>02/07/2021 - TP: No further update at this point.</p> <p>06/06/2021 – TP: No further update at this point.</p> <p>05/05/2021 - TP: Follow up with Solicitor and Surveyor actioned to progress.</p> <p>31/03/2021 - TP: No further update.</p> <p>28/02/2021 - TP: No further update.</p> <p>22/01/2021 – LB: A&amp;B Plan has been lodged with LRS for registration when it will be classified as operational land.</p> <p>04/12/2020 – LB: A. An email was received from Crown Lands seeking clarification of the section of Barrack Street for investigation; clarified via email.</p> <p>23/10/2020 – LB: A. Awaiting information from Crown Lands. Email sent to Crown Lands requesting that this matter be expedited.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>B-D. These actions will be carried out at the appropriate time.</p> <p>24/09/2020 – LB: A-B. Crown Lands responded to Council's email to say that the Old Title search is currently underway and we should receive the results shortly.</p> <p>C. A plan of consolidation will be prepared as soon as the road closing is registered.</p> <p>D. The consolidated lot will be classified as operational land upon registration of the plan.</p> <p>26/08/2020 – LB: Crown Lands have been reminded via email that we are still waiting on the results of the search to fulfil the requirements of the requisition. This action cannot proceed until plan is Registered.</p> <p>29/07/2020 – LB: Application has been sent to Crown Lands for an Old Title Search in accordance with the requisition from the LRS.</p> <p>26/06/2020 – LB: When the plan of subdivision was lodged, Council received requisitions on Title. A request has been sent to Crown Lands for evidence of gazettal of Barrack Street as a Council public road. Despite extensive research by Council staff and Council's solicitor definitive evidence was not found.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>B. Plan of consolidation will be sought after the road closing is complete through lodgement of the plan.</p> <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 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>		
429	17 October 2019	389/19	<p><b>Proposed Acquisition of Part Lot 6 DP 218752 for the Purpose of Road</b></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>	Coordinator Land & Property	<p>30/08/22 - TP: No further update at this point.</p> <p>26/07/2022 – TP: Awaiting communication from surveyor regarding certificate of currency for requisition.</p> <p>30/06/2022 – SR:</p>	31/08/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<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>		<p>No further update - Surveyor to assess site on Friday 08/07/2022.</p> <p>30/05/2022 – SR: No further updates - Followed up with surveyor awaiting response.</p> <p>04/05/2022 – SR: Res A: ALRS requisition received, awaiting surveyor to address requisition. Res B: Council will pay engaged surveyor and solicitor Res C: To date all required documents have been executed Res D: As per previous updates in 2020, the plantation is not impacted by the project therefore no contribution will be paid - Resolution D complete.</p> <p>01/04/2022 – SR: No further update.</p> <p>03/02/2022 – SR: Res A: Awaiting LRS registration of plans to allow for land ownership to be transferred. Res B: Council will pay engaged surveyor and solicitor. Res C: To date all required documents have been executed. Res D: As per previous updates in 2020, the plantation is not impacted by the project therefore no contribution will be paid - Resolution D complete.</p>		

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>24/01/2022 – SR: Subdivision Application (DA) approved. Plans to be registered with LRS.</p> <p>15/12/2021 – SR: Awaiting subdivision application approval.</p> <p>12/10/2021 – SR: Subdivision application lodged with Planning.</p> <p>28/09/2021 – SR: Signed Admin Sheet &amp; Subdivision Application received in Berridale Office, Admin Sheet to be returned to surveyor &amp; sub div application to be lodged.</p> <p>17/08/2021 – SR: Subdivision application &amp; administration sheet awaiting signature from landholder, once received subdivision application to be lodged with SMRC.</p> <p>02/08/2021 – SR: Mortgage has been released from lot as per title search, admin sheet and subdivision certificate application awaiting signature from landholder to proceed.</p> <p>02/07/2021 – TP: Resolution elements A-C - Pending bank interest in the lot to be acquired being discharged (Lot 6 DP 218752) confirmation from landholder pending. D – Completed</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>06/06/2021 – TP: No further update at this point.</p> <p>05/05/2021 – TP: No further update at this point.</p> <p>31/03/2021 – TP: No further update.</p> <p>28/02/2021 – TP: Discharge authority received from Landowner (due to Landowner having made error in initial document) and forwarded to bank to progress necessary mortgage discharge.</p> <p>22/01/2021 – LB: A-C. A phone conversation with the landowner on 13/1/21 revealed that he has been communicating with the Rural Bank who are slow to respond. The landowner has been asked to send the phone contact number to Council so that we can contact the Rural Bank and try to fast-track the process.</p> <p>D. A letter was sent to the plantation owners who responded to say that they declined to contribute to the project.</p> <p>04/12/2020 – LB: A-C. Email from the Bega Branch Manager of the Bendigo and Adelaide Bank this morning to confirm that they are waiting on a response from Rural Bank. Bega Branch Manager will</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>notify Council when the discharge of mortgage has been registered.</p> <p>D. Letter has been sent to Plantation Owners.</p> <p>23/10/2020 – LB:</p> <p>A-C. Application for discharge of mortgage completed by landowner and sent to the bank for processing. Signed application for subdivision certificate and the Administration Sheet received from landowner. As soon as the landowner receives his Certificate of Title from the bank the plan of subdivision will be registered and contracts will be exchanged.</p> <p>D. Letter is being prepared for the plantation owners requesting that they contribute to the works.</p> <p>24/09/2020 – LB:</p> <p>A-C. The Title to lot 6 has a mortgage noted in the second schedule. The landowner has verified that the loan has been paid out. A discharge of mortgage application was forwarded to the landowner to complete and return to Council so that the mortgage can be removed from the title. Council is also waiting on the application for a subdivision certificate to be signed by the owner of the property.</p> <p>D. Nearby plantation owners to be approached in writing seeking contribution to the purchase.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>26/08/2020 –LB:</p> <p>A-C. When Land and Property receives the subdivision certificate the landowner can sign off on the plan and arrange for his bank to sign off after which the plan can be submitted to the LRS for registration. Waiting on landowner to sign the application for the subdivision certificate or send an email giving consent for the application to be lodged. The subdivision certificate has been done but can't be released until consent is received from the landowner.</p> <p>A. Council has paid for survey and legal fees will be paid upon receipt of invoice</p> <p>B. Documents will be signed by the CEO when appropriate.</p> <p>C. Plantation owners are not affected and therefore will not be asked for a contribution.</p> <p>27/07/2020 – LB:</p> <p>Council is currently waiting on the subdivision certificate so that the plan can be registered prior to settlement.</p> <p>26/06/2020 – LB:</p> <p>Council's solicitor has been asked to produce the contracts. Application for subdivision certificate has been submitted.</p> <p>A. Purchase price has been negotiated and agreed by both parties.</p> <p>A. This acquisition does not affect the plantation owners.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>28/05/2020 – LB: 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: 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: MOU has been returned to Council and Council's solicitor has been asked to arrange a contract.</p> <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>		
388	19 September 2019	343/19	<p><b>Proposed Compulsory Acquisition of Part Lot 7002 DP 1028529 Crown Land Travelling Stock Reserve</b> 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</p>	Coordinator Land & Property	<p>30/08/22 - TP: No further update at this point.</p> <p>26/07/2022 – SR: No further update.</p> <p>05/07/2022 – SR: Res A: Survey plans have been revised by stakeholders, minor corrections required to title and minor correction required on administration sheet. Once corrections are made plans and</p>	30/11/2023	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>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> <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>		<p>admin sheet will be lodged with LRS (plans previously referred to in action comments contained omissions and required alterations). Balance of resolution is process of delivering resolution A.</p> <p>30/05/2022 – SR: No further update.</p> <p>04/05/2022 – SR: A. Surveyor advised works will be conducted before end of June 2022. B. Awaiting delivery of A C. Awaiting delivery of A D. Awaiting delivery of A E. Awaiting delivery of A</p> <p>01/04/2022 – SR: No further update.</p> <p>02/03/2022 – SR: No further updates.</p> <p>24/01/2022 – SR: No further update.</p> <p>16/12/2021 – SR: No further update.</p> <p>15/11/2021 – GT: A: COMPLETE. B: Part 1) Advice received from ORALRA - ALCs 11150, 40959 and 42460, have been amended to the extent that the portion of Lot 7002 DP</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>1028529 identified as proposed 'Lot 21' (being approximately 1.17 hectares) in the Draft Plan of Redefinition (at Attachment A: CM9: 21/114612), dated 30 April 2021, has been excluded from the claims (CM9: 21/114613). [The balance of these three claims is to remain 'on foot' for determination in due course].</p> <p>B: Part 2) Awaiting Survey Plan.</p> <p>21/10/2021 – GT:</p> <p>A. COMPLETE</p> <p>B. Awaiting advice from ORALRA and registered plan from the surveyor. Once Public Works Advisory (PWA) have the survey plan and the ORALRA advice, they can advance the matter towards Office of Local Government application.</p> <p>C. Waiting on B.</p> <p>D. Waiting on C.</p> <p>E. Waiting on D.</p> <p>17/08/2021 - SR:</p> <p>Native title search received and email stating no objection to acquisition process from Bega LALC. Request for adjustment to land claim sent to ORALRA by ALC.</p> <p>04/08/2021 - TP:</p> <p>The surveyor has been instructed to lodge the plan for registration. When registration is confirmed, PWA will further proceed with the acquisition process. Preliminary confirmation from NSW Aboriginal Land Council that there should be no issues obtaining part-withdrawal of ALC 11150, ALC 40959 and ALC 42460 as it applies to the formed road area. Once PWA has</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>received the registered DP advice from the surveyor, engagement with Bega LALC will be made to request that part-withdrawal.</p> <p>02/07/2021 - TP: No further update at this point.</p> <p>06/06/2021 – TP: No further update at this point.</p> <p>27/04/2021 - JH: Draft plans have been produced and are being reviewed by relevant staff and key delivery consultants.</p> <p>27/04/2021 - JH: Draft plans have been produced and are being reviewed by relevant staff and key delivery consultants.</p> <p>25/03/2021 - JH: Survey Plan being prepared with the aim for Deposited Plan Administration Sheet for signing early April.</p> <p>04/03/2021 - TP: No further update.</p> <p>22/01/2021 – LB: A. Quotation for Public Works Advisory has been approved and PWA has been asked to proceed.</p> <p>04/12/2020 – LB:</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>A-G. Quote from Public Works Advisory to complete the acquisition of the travelling stock reserve is awaiting approval. NSW Aboriginal Land Council is considering the request to excise the road from their claim.</p> <p>03/11/2020 – LB: A-G. Quotation has been received from Public Works Advisory to carry out the compulsory acquisition process. Currently finalising approval. Also waiting on reply from the NSW Aboriginal Land Council.</p> <p>24/09/2020 – LB: A-G. Currently waiting on a reply from the NSW Aboriginal Land Council.</p> <p>26/08/2020 – LB: A-G. This acquisition has been placed on hold while further investigations through Local Land Services and Aboriginal Land Council are carried out.</p> <p>29/07/2020 – LB: A. Council is waiting on the survey to be completed. B. When the survey plan is received the application to the Minister and the Governor will be made. C. PANs will be served after the Minister and Governor's consent is received D. Gazettal will take place after consent of the Minister and the Governor is received</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>E. Valuation has been requested from the Dept. of the Valuer General for land to be acquired without consent.</p> <p>F. Documents will be sent to the CEO for execution when appropriate.</p> <p>G. Upon acquisition the acquired property will be dedicated as road.</p> <p>26/06/2020 – LB: Surveyor is presently carrying out the work.</p> <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: Currently waiting on survey plan.</p>		
347	15 August 2019	296/19	<b>Road Closure and Creation of Road Reserve - Badja Road</b> That Council	Coordinator Land & Property	30/08/22 - TP: No further update at this point.	31/03/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>A. Approve to formally close the Council public road that traverses lot 1 DP 124507, Lot 2 DP 1195991 and Lots 15,16 &amp; 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>		<p>26/07/2022 – SR:</p> <p>A. Partially completed, as per 'B'.</p> <p>B. Objections cleared First title requested.</p> <p>C. Land exchange to occur when 'B' is finalised.</p> <p>D. To date all documents requiring execution have been completed by CEO.</p> <p>30/06/2022 – SR:</p> <p>A. Partially completed, as per 'B'</p> <p>B. Crown Lands have requested further 14 Days, new end date of 14/07/2022, also clarification of closure with adjoining land holder will be undertaken in this time. , From this the Gazette can be completed leading to</p> <p>C. Land exchange to occur when 'B' is finalised.</p> <p>D. To date all documents requiring execution have been completed by CEO</p> <p>30/05/2022 – SR:</p> <p>A. Partially completed, as per 'B'</p> <p>B. Plans have been registered with Land Registry Services. Notifications issued to neighbours adjoining road reserve, notifiable authorities and in newspaper. Feedback period closes 29/06/2022. From this the gazette notice can be completed leading to</p> <p>C. Land exchange to occur when 'B' is finalised.</p> <p>D. To date all documents requiring execution have been completed by CEO</p> <p>04/05/2022 – SR:</p> <p>A. As Per "B"</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>B. Plans prepared and lodged with LRS - Requisitions have been lodge, awaiting assessment and registration</p> <p>C. Exchange to occur once "B." has been completed.</p> <p>D. All required documentation to date has been executed by CEO.</p> <p>01/04/2022 – SR: No further update.</p> <p>02/03/2022 – SR: Res A &amp; B: All LRS requisition items to be addressed by Council have been completed. Surveyor conducted site visit to assist with completing LRS requisition items required to be addressed by surveyor. Res C: Exchange will occur when LRS registration is complete. Res D: All required documents to date have been executed.</p> <p>24/01/2022 – SR: No further update, response from LRS yet to be received.</p> <p>15/12/2021 – SR: No further update, response from LRS yet to be received.</p> <p>16/11/2021 – SR: Res A &amp; B: Survey Plans are awaiting LRS registration. Two out of three requisitions from LRS have been addressed with the surveyor.</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Crown Lands conducting further investigations on status of road reserve ownership, third requisition is dependent on Crown's findings. , Res C: Not actioned as A &amp; B need to be finalised first.</p> <p>Res D: All required paperwork has be executed to date.</p> <p>21/10/2021 – SR: Surveyor advised plans were lodged with LRS 30/09/2021.</p> <p>28/09/2021- SR: Followed up progress of this matter with surveyor, awaiting response.</p> <p>17/08/2021 - SR: Administration sheet signed by landholders, posted to surveyor 06/08/2021. Awaiting LRS fee for lodgement.</p> <p>02/08/2021 – SR: Subdivision Approved - Awaiting signature from one landholder. Admin sheet &amp; plans will then be returned to Surveyor for lodgement with LRS.</p> <p>02/07/2021 - TP: No further update at this point.</p> <p>05/06/2021 – TP: Subdivision application lodged.</p> <p>05/05/2021 - TP: No further update at this point.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>31/03/2021 - TP: Administration sheet signing in progress by required parties.</p> <p>28/02/2021 TP: Review of intended timeline to be conducted due to staff resource changes.</p> <p>01/03/2021 – TP: Review of intended timeline to be conducted due to staff resource changes.</p> <p>22/01/2021 – LB: A&amp;B Landowner has been contacted by phone to advise that Council is going to commence the road closing process in early 2021. Letters and advertising will commence in late January.</p> <p>04/12/2020 – LB: A&amp;B. Letters to affected landowners and notifiable authorities being prepared. The road closing will effectively commence when the 28 day advertising period has ended. C. Letters to appropriate landowners include proposal to dedicate closed road in compensation for the area to be acquired.</p> <p>23/10/2020 – LB: A. Subject of resolution 296/19 B. Survey plan has been received C. Exchange will occur at the appropriate time</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>D. Documents will be executed at the appropriate time.</p> <p>24/09/2020 – LB: B. The plan has been received and letters regarding road closure in accordance with legislative requirements are being prepared.</p> <p>27/07/2020 – LB: A &amp; B. Council is in receipt of a draft plan which has been checked and the surveyor has been requested to provide the final plan with Administration Sheet. When the final plan is received an application will be submitted for Subdivision Certificate.</p> <p>26/06/2020 – LB: A. Surveyor has given assurance that the plan will be sent to Council in the next two weeks. B. This will be done in consultation with landowners after plan of subdivision is received.</p> <p>28/05/2020 – LB: Contractor has been asked to forward 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:</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>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>		
227	17 April 2019	151/19	<p><b>Consolidation of Reserve no. 530002 Centennial Park and Lot 6 DP 758280 Cooma Visitors Centre as one Crown Reserve for General Community Use</b></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>	Property Officer	<p>23/08/22 - GT: No further update.</p> <p>01/08/22 - GT: No further update.</p> <p>28/06/2022 – GT: No further update.</p> <p>31/05/2022 – GT: No further update.</p> <p>02/05/2022 – GT: No further update.</p> <p>04/04/2022 – GT: No further update.</p> <p>23/02/2022 – GT: No further update.</p> <p>13/12/2021 – GT: No further update.</p> <p>15/11/2021 – GT:</p>	28/02/2023	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>No further update.</p> <p>19/10/2021 – GT: No further update.</p> <p>28/09/2021 - GT: No further update.</p> <p>01/09/2021 – GT: No further update.</p> <p>05/08/2021 - GT: Update from Crown Lands - Due to the differing reserve types Crown Lands have decided the best solution is to create a new Reserve for the Cooma Visitor Centre site, with the intention of appointing Council as Crown Land Manager (as is the case with the Centennial Park R530002). This will cancel the licence and associated fee. It will not consolidate both reserves. Currently the application is with the Minister to be assessed approved. Crown Lands are unable to provide a time-frame but will notify us once this process is complete.</p> <p>04/08/2021 – GT: Followed up with Crown Lands. Awaiting a response.</p> <p>02/07/2021 – TP: No further update at this point.</p> <p>06/06/2021 – TP: No further update at this point.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>05/05/21 - TP: No further update at this point.</p> <p>31/03/2021 - TP: Further prompts to Crown Land actioned. No further update.</p> <p>28/02/2021 – TP: No further update at this point in time.</p> <p>28/02/2021 – TP: Application for possessory title lodged with NSW LRS. Further legal paperwork being formatted including the Statutory Declarations of two "disinterested witness" to support Council's possessory claim.</p> <p>22/01/2021 – LB: A. Follow up phone calls to Crown Lands has confirmed that Crown Lands is still awaiting the native title assessment to be completed.</p> <p>04/12/2020 – LB: A. Crown Lands are waiting on a native title assessment to be completed internally prior to approval and gazettal.</p> <p>26/10/2020 – LB: A. A further email has been sent to Crown Lands requesting an update. B. The licence will be relinquished when Crown Lands has completed their processes.</p> <p>24/09/2020 – LB:</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>A. An email has been sent to Crown Lands asking for an update on the progress of this matter.</p> <p>26/08/2020 – LB:</p> <p>A. Crown Lands has assured the Land and Property Officer that the documentation recommending the amendment to both reserves has gone before the Minister.</p> <p>B. The licence will be relinquished when Crown Lands has completed their processes.</p> <p>29/07/2020 – LB:</p> <p>This matter needs to be signed off by the Minister and then must be advertised in the Government Gazette as a part of the process. It is anticipated that it may take some months to finalise.</p> <p>26/06/2020 – LB:</p> <p>Communication with NSW ALC confirmed that the claim over the Visitors Centre has been rescinded. This information will be relayed to Crown Lands with a request to expedite the matter.</p> <p>B. Crown Lands is presently preparing the documentation for transfer to Council as Crown Land Manager</p> <p>C. The licence will be relinquished in conjunction with transfer to Council Management.</p> <p>28/05/2020 – LB:</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>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 6 to be placed under Council management &amp; that the lease be rescinded. We are currently waiting on a reply.</p> <p>20/01/2020 – LB: This matter has been escalated at Crown Lands to achieve a decision on the way forward.</p>		
211	21 March 2019	127/19	<b>Delegate Disadvantaged Housing</b> 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.	Coordinator Land & Property	<p>30/08/22 - TP: No further update at this point.</p> <p>02/08/2022 - TP: No further update at this point.</p> <p>06/07/2022 – TP: No further update at this point. NOTE: Any</p>	31/03/2023	N

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>further report should involve integrated planning with the Housing and Social Services Committee.</p> <p>31/05/2022 – TP: No further update at this point.</p> <p>03/05/2022 – TP: No further update at this point.</p> <p>01/03/2022 – TP: No further update at this point.</p> <p>31/01/2022 – TP: SMRC continue to manage &amp; own the properties in question. Future treatment of these land holdings as disadvantaged housing to be reviewed in the context of the broader housing &amp; accommodation challenges being experienced across the LGA. Holistic approach required to also integrate forward planning with the recently initiated Housing and Social Services Committee.</p> <p>01/11/2021 – TP: No further update at this point in time.</p> <p>01/10/2021 - TP: Not further update at this point</p> <p>05/09/2021 - TP: No further update. SMRC continues to manage &amp; own the properties in question.</p> <p>04/08/2021 – TP: No further update at this point.</p>		

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					<p>02/07/2021 - TP: No further update at this point.</p> <p>06/06/2021 – TP: No further update at this point.</p> <p>05/05/2021 - TP: Updated option details being sought from Southern Cross Housing to enable accurate analysis in the present housing needs environment. Council continuing to manage properties.</p> <p>31/03/2021 - TP: Consult with Community Engagement to enable concise information release after Easter period. Intended timing adjusted due to staff resource changes and competing active consultations. Council continuing to manage properties.</p> <p>28/02/2021 – TP: Forward advice and notice the community to occur in March 2021. Profile flagging the general topic &amp; basic elements of consideration.</p> <p>27/01/2021 – TP: No further update.</p> <p>27/11/2020 – TP: No further update.</p> <p>26/10/2020 – TP:</p>		

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					<p>Design of consultation mechanics pending, with input from former Facilities staff to be included.</p> <p>25/09/2020 – TP: It is anticipated that community consultation will be initiated in first quarter of 2021 calendar year.</p> <p>27/08/2020 – TP: Council continuing to manage properties. Review of the background and full context relating to this item required.</p> <p>24/07/2020 – KH: An initial handover has been conducted with a more detailed one to follow explaining what steps have been taken so far and why, and to work together moving forward on this.</p> <p>26/06/2020 – KH: There is No further update as there has been too much occurring with bushfires and COVID.</p> <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>		

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					Mail out to the community at Delegate seeking their feedback to be arranged asap to gauge thoughts.		
165	21 February 2019	68/19	<b>Parking in the laneway at the rear of the Jindabyne Town Centre</b> That Council A. Approve the proposal to enter into public consultation with the shopkeepers and owners in Jindabyne Town Centre regarding changes to the laneway at the rear of the shops. B. Receive a further report regarding the results of the public consultation and the proposed way forward together with detailed costings.	Coordinator Land & Property	30/08/222 - TP: No further update at this point.  02/08/2022 - TP: No further update at this point.  06/07/2022 – TP: No further update at this point.  31/05/2022 – TP: No further update at this point.  03/05/2022 – TP: No further update at this point.  01/03/2022 – TP: Completion of actions under this resolution will be generated by the tabling of an overarching report considering multiple issues requiring addressing in the area.  31/01/2022 – TP: Completion of actions under this resolution will be generated by the tabling of an overarching report.  01/11/2021 – TP: No further update at this point.	31/12/2021	N

SMRC Resolution Action Sheet – In Progress

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					<p>01/10/2021 - TP: Completion of actions under this resolution will be generated by the tabling of an overarching report for the precinct.</p> <p>05/09/2021 – TP: Internally developing guidance &amp; information towards an additional report to be tabled to Council, under the overarching cover of Corporate Projects, in the near future.</p> <p>04/08/2021 – TP: Internal discussions held on the development a proposed plan &amp; schedule of works for the broader project (which this resolution item integrates with) of Jindabyne Town Centre upgrades.</p> <p>02/07/2021 – TP: No further update at this point.</p> <p>06/06/2021 – TP: No further update at this point.</p> <p>05/05/2021 - TP: No further update at this point.</p> <p>31/03/2021 - TP: No further update at this point.</p> <p>28/02/2021 - TP: Further advice as to SAP intentions pending. Once more integrated planning has occurred the</p>		

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>project will be in a position to progress, in consult with Corporate Projects team.</p> <p>25/01/2021 – GH: Awaiting indication of SAP intentions for the Jindabyne Town Centre precinct.</p> <p>04/12/2020 – LB: A. This project needs to be incorporated within a range of projects currently underway in the Jindabyne town centre to ensure that a good outcome is achieved. Once more integrated planning has occurred the project will be scheduled.</p> <p>23/10/2020 – LB: A. This project has temporarily been place on hold. B. Further report will be presented to Council at the appropriate time.</p> <p>24/09/2020 – LB: A. Amended plan still to be received by Council.</p> <p>26/08/2020 – LB: A. Council has requested a minor adjustment to the concept plan. Once the concept plan is amended, it is proposed to form a Steering Committee to guide the project to completion. B. A report will be submitted for Council's consideration when the public consultation has taken place.</p> <p>29/07/2020 – LB:</p>		

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					<p>A. Council is in receipt of the draft survey plan and is currently waiting on the design plan. When both plans are to hand Council will undertake public consultation.</p> <p>B. Following public consultation a further report will be prepared for Council with detailed costings.</p> <p>26/06/2020 – LB: The Road Safety Officer advised that the surveyor has been selected and the project is progressing.</p> <p>A. Public consultation will take place when the survey and design is completed.</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> <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> <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:</p>		

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					<p>Tenders will be called for the survey and design work. When survey &amp; 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>		
20	07 May 2018	162/18	<p><b>Proposal to Realign the Barry Way Jindabyne and to Address Issues with the Intersections of Barry Way with Eagle View Lane and Bungarra Lane</b></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 the landowner in compensation.</p> <p>D. To engage the services of a surveyor to identify those sections of the Barry Way</p>	Coordinator Land & Property	<p>30/8/22 - TP: Confirmation of budget availability sought internally.</p> <p>2022 07 26 - SR: No further update.</p> <p>30/06/2022 – SR: No further update.</p> <p>30/05/2022 – SR: No further update.</p> <p>04/05/2022 – SR: No further update.</p> <p>01/04/2022 – SR: No further update.</p> <p>02/03/2022 – SR:</p>	30/11/2023	N

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No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
			<p>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>Resolution C: Site inspection undertaken. Agreeance reached with both parties. Resolution G: Funding source to be further investigated. Resolution A, B, D, E, F: No further updates.</p> <p>24/01/2022 – SR: Resolution C: Site inspection successful, reached agreeance with Barry party, awaiting response from Stevens Party. Resolution G: Funding source to be investigated further. Resolution A, B, D, E, F: No further updates.</p> <p>15/12/2021 – SR: Site Meeting Scheduled For 16/12/2021.</p> <p>25/11/2021 – SR: C: Site meeting to be held as part of negotiations for Eagleview lane realignment from Barry Way to Mowamba River, No further update for at this point for balance of resolution.</p> <p>28/09/2021 - SR: Awaiting response from Eagleview Lane landholder addressing negotiated terms of land transfer (fencing request).</p> <p>07/09/2021 - SR: Negotiations being conducted with landholder - Eagleview lane. Confirmation from planning sent to landholder, trying to reach outcome for second request. Contact has been made with surveyor, plans and progress information</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>received 06/09/2021. Review to be conducted to find out where we are at and what the next step forward is for the overall matter</p> <p>06/06/2021 –TP: No further update at this point.</p> <p>05/05/2021 - TP: No further update at this point.</p> <p>31/03/2021 – TP: No further update at this point.</p> <p>01/03/2021 – TP: A&amp;C Further follow up email (3/2/021 LB) has been sent to landowner on Eagle View Lane requesting contact be made with Council to discuss the way forward., B. Application is being prepared to apply for sections of Crown Road to be transferred to Council. 4/2/21 Query tabled to Coordinator Development relaying landowner query.</p> <p>22/01/2021 – LB: A&amp;C Follow up email has been sent to landowner on Eagle View Lane requesting that he contact the Land and Property Officer to discuss the way forward. B. Application is being prepared to apply for sections of Crown Road to be transferred to Council.</p> <p>04/12/2020 – LB:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>A&amp;B. Waiting on response from landowner who does not live locally.</p> <p>C. Letters are currently being prepared to commence negotiation with landowners adjoining Barry Way on Cobbon Hill. A quote has been sought from Public Works Advisory to carry out the compulsory acquisition of Crown land on Cobbon Hill.</p> <p>03/11/2020 – LB: A&amp;B Surveyor has provided necessary information which has now been provided to the land owner. Provision of this information will now allow action C to be completed.</p> <p>24/09/2020 – LB: A&amp;B. Surveyor has addressed questions relating to the plan at the intersection of Eagle View Lane. The landowner was notified and again posed a number of questions. Most of these have been answered and the answer to the last question will be provided this week.</p> <p>C. Negotiation will commence next week with landowners adjacent to Cobbon Hill. This section of realignment of the Barry Way will involve compulsory acquisition from the Crown.</p> <p>D. This project has been divided into sections so that the surveyor completes the survey work as Council is ready to address each section.</p> <p>E. The section of the Barry Way which passes through Crown land without a road reserve</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>is at the southern end and will be addressed as that stage is reached.</p> <p>26/08/2020 – LB: A&amp;B Surveyor has notified Council that due to workload this plan may take a little longer. C Landowner has been notified that there is a delay involved in obtaining the information that they have requested. E-G Ongoing.</p> <p>29/07/2020 – LB: A &amp; B Surveyor has been requested to provide the plan for the second section which will involve Eagle View Lane. C. Landowners have been notified that Council is waiting on plan. E-G. Ongoing.</p> <p>26/06/2020 – LB: The draft plan may be expected. The landowner is waiting on this information before proceeding. A. Survey is being done in sections B. Request for sections of Crown road to be transferred to Council will be carried out at the end of the project. C. Negotiations with landowners are ongoing. D. See A. above. E. Acquisition will be carried out as necessary when the plan for individual sections is finalised. F-G Ongoing.</p> <p>28/05/2020 – LB:</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>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> <p>26/03/2020 – LB: In view of the fact that the landowner has not contacted the Land and Property Officer to date a letter has been sent asking him to contact the Land and Property Officer to discuss his consent to the creation of the road reserve over the road in its current location through his property.</p> <p>02/03/2020 – LB: The Land and Property Officer met with the landowner and he said he will respond after consultation with his wife.</p> <p>20/01/2020 – LB: Waiting on response from landowner on Eagle View Road. He resides in Tasmania.</p>		

SMRC Resolution Action Sheet – In Progress							
No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
16	05 April 2018	118/18	<p><b>Proposed Road Closure &amp; Sale of old Lions Park at Bombala</b></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; and</p> <p>E. Make the Report public once the matter is settled.</p>	Coordinator Land & Property	<p>30/8/22 - TP: Elements A, B &amp; C Complete; Road closure complete. D &amp; E - Review of suitability of the final element to be undertaken.</p> <p>26/07/2022 - SR: No further update.</p> <p>30/06/2022 – SR: Road closure complete, review of suitability of original resolution to be undertaken.</p> <p>30/05/2022 – SR: No further update.</p> <p>04/05/2022 – SR: A. Complete B. Complete C. Boundary Adjustment Complete D. Pre sale assessment to be completed May 2022 E. Awaiting full completion of A-E</p> <p>01/04/2022 – SR: No further update.</p> <p>02/03/2022 – SR: No further update.</p> <p>24/01/2022 – SR: Resolution A &amp; B; Completed. Resolution C: Completed.</p>	30/11/2022	N

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>Resolution D &amp; E: Resolution A &amp; B now complete. Process of sale will be initiated in a timely manner.</p> <p>15/12/2021 – SR: Resolution A &amp; B; Surveyor advised plans have been registered with LRS, awaiting title advice from solicitor. Resolution C: Completed. Resolution D &amp; E: Dependant on Resolution A being completed.</p> <p>12/11/2021 – SR: Resolution A; All requisitions from LRS have been resolved, final plans for road closure are awaiting LRS registration. Resolution B; Surveyor will advise when plans have been registered. Resolution C; Boundary adjustment paperwork complete, sale of property is dependent on Res A being completed. Resolution D &amp; E; dependent on Res A being completed.</p> <p>28/09/2021 - SR: Partial closure of High Street Bombala gazetted, 11R form for removing notation from title signed and lodged with LRS, requisitions received from LRS via surveyor these are currently being addressed.</p> <p>01/09/2021 - GT: No further update.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>04/08/2021 – TP: Action reassigned - Property Officer now has general carriage of item.</p> <p>05/05/2021 – TP: Target date changed from 30 September 2018 to 30 June 2021 - To reflect current timeline.</p> <p>23/03/2021 – JH: No further update on this item due to waiting for reply from LRS.</p> <p>24/02/2021 - JH: Target date now 30 June 2021, Waiting for return of lodged documents from LRS.</p> <p>12/01/2021 - JH: No further update.</p> <p>27/11/2020 – JH: C. Solicitor is preparing documents to have a certificate of title (CT) created over the portion of the road to be closed so consolidation can take place. Recent verbal feedback from NSW Land Registry Services to the surveyor indicates that a further survey of the original lot may need to occur to complete the registration due to the age of the original plan's survey. This will be reviewed once the CT has been assigned.</p> <p>20/10/2020 - JH: A. Finalised. B. Finalised.</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>C. Solicitor is preparing documents to have a CT created so consolidation can take place.</p> <p>D. Once notified of completed registration the property can be placed on the open market.</p> <p>E. To take place at completion of D.</p> <p>23/09/2020 - JH: C . Consolidation Plans lodged, surveyor has advised that a CT was not created and the solicitor is now preparing this so that registration can take place.</p> <p>26/08/2020 - JH: C. Finalised. D. Finalised. C. Consolidation Plans lodged, Surveyor is following up on progress of same. D. Once notified of completed registration the property can be placed on the open market. E. To take place at completion of D</p> <p>22/07/2020 – JH: C. Consolidation Plans received from Surveyor and signed by CEO, returned to Surveyor for lodging for registration of same. D. Once notified of completed registration the property can be placed on the open market. E. To take place at completion of D.</p> <p>24/06/2020 – JH: E. Finalised. F. Finalised. C D and E: Still waiting finalised consolidation plans from surveyor for this item to be</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>completed. Have sent numerous email requests to Surveyor.</p> <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 would 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> <p>27/02/2020 - JH: Followed up with Surveyor and was advised this item is going to be delayed due to the large scale workload he has in place.</p> <p>15/01/2020 - JH: The Surveyor has advised that he is hoping to have the consolidation plan ready for the end of January 2020.</p> <p>05/10/2018 – JH: Letters have been sent to adjoining landowners with notification of the proposed closure and</p>		

SMRC Resolution Action Sheet – In Progress

No.	Meeting Date	Res. No	Action	R/Officer	Progress	Estimated Comp Date	Comp Y/N
					<p>notification letters to the authorities are being prepared. The advertisement has been placed in the Monaro Post for 11 October and 25 October. The 28 day period for submissions ends on 8 November. Submissions will be reviewed and the correct process followed.</p> <p>03/10/2018 – LB: Notifications sent out to commence road closing.</p> <p>27/08/2018 – LB: Plan has been received. There are issues with a previous resumption which has not been registered on title. When these issues are sorted out and the notification period for road closing has expired, and the resumption issues have been resolved then the plan will be registered and the land will be listed for sale.</p> <p>02/08/2018 – LB: Spoke to surveyor this week and he has promised to get the plan to me within the week.</p> <p>23/05/2018 – LB: Waiting on plan.</p> <p>23/04/2018 – LB: Surveyor has been engaged to provide a plan for boundary adjustment and road closure will commence as soon as a plan is available., 14/5 - Waiting on plan.</p>		

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### 9.5.3 ANSWERS TO QUESTIONS WITH NOTICE

Record No: I22/642

#### OFFICER'S RECOMMENDATION

That Council receive the answers to questions with notice for the period ending August 2022.

#### ISSUES

This is an information only report.

#### RISK ASSESSMENT

Risk Type	Current Risk	Expected Risk	Within Accepted
Reputation and Image	Low	Low	Yes

There is limited risk in the provision of the information.

#### FINANCIAL IMPACTS

This is an information only report.

**RESPONSIBLE OFFICER:** Chief Strategy Officer

#### OPTIONS CONSIDERED

This is an information only report.

#### IMPLEMENTATION PLANS

This is an information only report.

#### EXISTING POLICY/DECISIONS

Under clause 3.13 of Code of Meeting Practice a councillor may, by way of a notice ask a question for response by the Chief Executive Officer about the performance or operations of the Council.

#### BACKGROUND

In order to provide Councillors with updates on questions asked by Councillors, a report has been generated with a summary of questions that are current and have recently been completed, for the period ending August 2022.

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## **ATTACHMENTS**

1. Updates to September Meeting - In Progress Questions - up to end of August 2022

## SMRC Councillor Questions – In Progress

No.	Date rec'd	Item No.	Question/Request	Responsible Officer	Response	Compl Y/N
247	3 June 2021	N/A	<p><b>Roads No Longer Maintained by SMRC</b></p> <p>Councillor Chris Hanna</p> <p>Please provide information on the number of roads and/or streets that are no longer being maintained by this Council since the amalgamation in 2016.</p> <p>In particular please advise:</p> <ul style="list-style-type: none"> <li>the street / road names and location in the LGA</li> <li>whether sealed or unsealed</li> <li>approx. number of kms (with breakdown of sealed / unsealed)</li> </ul>	Manager Infrastructure	<p>31/08/2022 – JM: No further update.</p> <p>03/08/2022 – JM: No further update.</p> <p>11/07/2022 – JM: Further investigation is required before a final answer is provided to the Councillors. This investigation will include querying long-term maintenance staff and other necessary methods to provide an accurate response. What is clear however is that the current situation in terms of the lack of ongoing maintenance of crown roads (outside of the current maintenance being undertaken under the disaster recovery funding arrangement) is unacceptable. At a minimum, it is likely that a future report will come to Council recommending that Council resolve to approach the NSW government to explore a workable solution for Crown road maintenance.</p>	N

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11.1 VOTING DELEGATES FOR THE 2022 LGNSW ANNUAL CONFERENCE

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**11.1 VOTING DELEGATES FOR THE 2022 LGNSW ANNUAL CONFERENCE**

Record No: 122/627

Responsible Officer: Chief Executive Officer  
Author: Councillor Lynda Summers  
Attachments: Nil

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Councillor Lynda Summers has given notice that at the Ordinary Meeting of Council on 15 September 2022, she will move the following motion.

**MOTION**

That Council nominate Mayor Cr Davis and Crs \_\_\_\_\_ & \_\_\_\_\_ as its voting delegates for the 2022 LGNSW Annual Conference.

**BACKGROUND**

At the last Council meeting Council resolved to endorse and adopt the updated policy for Payment of Expenses and Provision of Facilities for Mayor and Councillors.

Part 3.2 of the policy states that SMRC will meet the costs of attendance at the annual Local Government NSW Conference (the Conference) by all Councillors nominated as delegates;

The notice of motion has the purpose of nominating the individual Councillors to attend as voting delegates in accordance with part 3.2 of Payment of Expenses and Provision of Facilities for Mayor and Councillors.

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11.1 VOTING DELEGATES FOR THE 2022 LGNSW ANNUAL CONFERENCE

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**11.2 NOTICE OF MOTION TO RESCIND RESOLUTION - ADDITION TO FINANCIAL  
SUSTAINABILITY REVIEW ADVISORY COMMITTEE**

Record No: I22/630

Responsible Officer: Chief Executive Officer

Author: Councillor Bob Stewart

Attachments: Nil

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Councillor Bob Stewart, Frolich and Williamson have given notice that at the Ordinary Meeting of Council on 15 September 2022, they will move the following motion.

**MOTION**

We hereby give notice of the following motion of rescission:

That Part A of the Council resolution relating to

Minutes No. I22/479

Item No. 11.2

Title Financial Sustainability Review – Part A (only)

Passed at the Council meeting held on 21 July 2022;

**11.2 FINANCIAL SUSTAINABILITY REVIEW**

Record No: I22/479

**COUNCIL RESOLUTION**

That Council

- A. Endorse the attached Scope of Works as modified for the proposed Financial Sustainability Review;
- B. Seek an appropriately qualified contractor, using Council's standard procurement processes, to undertake the Financial Sustainability Review.

**Moved Mayor Davis**

**CARRIED**

be and is hereby rescinded.

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**NOTICE OF MOTION**

*Should the rescission motion be adopted we give notice that it is our intention to move the following motion in lieu of which due notice is hereby given.*

That Council

- A. Amend the membership of the Financial Sustainability Review Advisory Group to allow a third Councillor member.
  - B. Endorse the Scope of Works as amended by Part A of this resolution.
  - C. Endorse Councillor Williamson as the third Councillor member of the Financial Sustainability Review Advisory Group.
-

#### 14. 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:

##### **14.1 Legal Actions and Potential Claims Against SMRC as at 31 August 2022**

Item 14.1 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.

##### **14.2 CEO Performance Review**

Item 14.2 is confidential in accordance with s10(A)(2)(a) of the Local Government Act because it contains personnel matters concerning particular individuals (other than councillors) 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

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representations from the public as to whether this part of the meeting should be closed to consider the nominated item.
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