



**SNOWY MONARO**  
REGIONAL COUNCIL

**SUPPLEMENTARY  
ATTACHMENTS TO  
REPORTS  
PART 2**

**(Under Separate Cover)**

**Ordinary Council Meeting**

**19 June 2025**





**ATTACHMENTS TO REPORTS  
FOR  
ORDINARY COUNCIL MEETING  
THURSDAY 19 JUNE 2025  
PART 2**

**Page No.**

**9.3 STRATEGY**

**9.3.2 Draft Snowy Monaro Settlements Strategy 2025 - 2045**

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## Why have a Settlements Strategy?

The draft Settlements Strategy sets out the strategic direction to address the region's towns' and villages' housing and employment growth to 2045.

## Strategy Principles



A. Growth and infrastructure and services are aligned to promote liveable, walkable communities, make efficient use of existing and planned infrastructure and services, and minimise environmental impact



B. Settlement roles – development and growth will be focused towards strategic and local centres



C. Available supply of suitably zoned land for housing and employment growth



D. Diverse – encourage diverse housing sizes and types to meet the needs of people of all ages and lifestyles and improve affordability



E. The unique character of settlements is maintained and enhanced



F. Resilient – not only must new housing be resilient to natural hazard risks but responses to disasters and housing stress are planned for proactively



## Key Findings

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### DWELLING DEMAND IN 2045

Years of Supply per Settlement*			
Cooma	18 years	Dalgety	5 years
Jindabyne	33 years	Delegate	59 years
Berridale	24 years	East Jindabyne	45 years
Bombala	5 years	Kalkite	3 years
Adaminaby	20 years	Michelago	25 years
Bibbenluke	134 years	Nimmitabel	36 years
Bredbo	5 years	Numeralla	49 years
Cathcart	30 years	Old Adaminaby & Anglers Reach	14 years

\*Based on a high growth population scenario under existing planning controls

- ❖ Cooma, Jindabyne, Bombala and Berridale are focus settlements for future housing growth.
- ❖ Housing growth in Cooma, Bombala and Berridale will focus on:
  - Revising existing planning controls to increase housing diversity close to centres, and
  - In the case of Cooma and Bombala, investigate R5 large lot residential zoned land that is suitable to become residential zoned land (9.19ha and 10.86ha respectively).
  - For Cooma, advocate for government-owned land to be made available for housing;
  - For Berridale, replace the RU5 village zone with residential zones.
- ❖ Planning interventions are needed to provide growth in other settlements to align growth with strategy principles as follows:
  - For Bredbo and Dalgety, investigate R5 large lot residential zoned land that is suitable to become RU5 village zoned land (19.41ha and 11.59ha respectively);
  - For Adaminaby and Dalgety, investigate the potential for government-owned land to be made available for housing;
- ❖ In accordance with strategy principles A, B and F and in response to Kalkite's physical features including, strategic bushfire risk and evacuation challenges in the event of bushfire, and the Sewage Treatment Plant is operating at maximum capacity, ensure Kalkite's projected housing demand can be met by Berridale and Jindabyne.
- ❖ Jindabyne and Berridale will also accommodate any unmet projected housing demand from Dalgety.

PO Box 714 COOMA NSW 2630  
PT300345345

E [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)  
W [www.snowymonaro.nsw.gov.au](http://www.snowymonaro.nsw.gov.au)



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#### EMPLOYMENT LAND IN 2045

Settlement	Demand (ha)*	Capacity (ha)	Capacity Gap (ha)
<b>Industrial</b>			
Cooma	9.96	1.23	-8.73
Bombala	19.67	3.68	-15.99
Jindabyne	9.69	20.19	+10.50
Berridale	10.38	8.32	-2.06
<b>Commercial and Retail</b>			
Cooma	3.05	4.50	+1.45
Bombala	1.09	1.25	+0.16
Jindabyne	3.80	4.62	+0.82
Berridale	5.22	1.12	-4.10

\*Based on a high growth population scenario under existing planning controls

- ❖ Cooma's industrial precinct (Polo Flat) is to be further investigated to confirm the precinct's ability to meet Cooma's projected industrial demand;
- ❖ Provide additional industrial zoned land at Berridale and Bombala to meet projected industrial demand;
- ❖ Consult with the landowners of developable land (in the case of Berridale and Bombala) and industrial stakeholders (Cooma, Berridale, Bombala) to confirm future development aspirations and industry trends;
- ❖ For Berridale, replace the RU5 Village zone with commercial and retail zones over Berridale's existing centre uses and adjoining/nearby vacant land to meet Berridale's projected retail and commercial demand.







## Action Plan

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Action	Key activity	Priority
Consolidated Local Environmental Plan (LEP) for the region.	Council-initiated Planning Proposal to consolidate 3 current LEPs (Bombala, Cooma-Monaro and Snowy River LEPs) into 1 LEP (Snowy Monaro LEP).	High
Planning controls to promote increased housing diversity (Cooma, Bombala, Berridale).	Investigate planning controls for inclusion in Snowy Monaro LEP that promote increased housing diversity.	High
Planning controls to strengthen source water protection (drinking water).	Investigate planning controls for inclusion in Snowy Monaro LEP to strengthen source water protection from development impacts (drinking water).	High
Maintain adequate zoning and infrastructure capacity to accommodate anticipated housing and employment growth.	Undertake annual review of residential/employment zone capacity.	Ongoing
Consolidated Development Control Plan (DCP) for the region.	Council-initiated project to consolidate 3 current DCPs (Bombala, Cooma-Monaro, and Snowy River DCPs) into 1 DCP (Snowy Monaro DCP).	High
DCP provisions to promote increased housing diversity.	Investigate DCP provisions for inclusion in Snowy Monaro LEP that promote increased housing diversity	High
DCP provisions to strengthen source water protection.	Investigate DCP provisions for inclusion in Snowy Monaro LEP to strengthen source water protection from development impacts (drinking water).	High
Jindabyne DCP review.	Review and update current Jindabyne DCP.	High
Cooma/Dalgety/Adaminaby - Advocate for government-owned land to be made available for housing	Advocate to government.	Ongoing
Advocate for social and affordable housing delivery and maintenance.	Advocate to government for the delivery and maintenance of social/affordable housing.	Ongoing

PO Box 714 COOMA NSW 2630  
PT300345345

E [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)  
W [www.snowymonaro.nsw.gov.au](http://www.snowymonaro.nsw.gov.au)



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Action	Key activity	Priority
Advocate for Aboriginal housing delivery and maintenance.	Consult with Local Aboriginal Land Councils.	Ongoing
	Advocate to government for the delivery of Aboriginal housing.	
Bombala – Advocate for government-owned land (currently zoned E3 Productivity Support) to be made available for employment purposes.	Advocate to government	Ongoing

Other unfunded actions that have been recommended can be found within the strategy document after the Action Plan, under *Unfunded Actions*.



## Next Steps

June - August	Public exhibition of draft Strategy and Background Report (8 weeks)
August to October	Assess issues raised in submissions and make post-exhibition amendments to the draft Strategy
November to December	Post exhibition report to Council to outline the results of the public exhibition and seek adoption of the strategy.
2025	Upload final Strategy to Council's website
2025	Submit to the NSW Department of Planning, Housing and Infrastructure for endorsement



## Upcoming Engagement



### IN PERSON

Adaminaby	Bredbo	Jindabyne
Berridale	Cooma	Kalkite
Bombala	Dalgety	

## Opportunity to Comment

If you would like to provide feedback on the revised draft Settlements Strategy please do so via our **YourSay** website or email: [StrategicPlanning@snowymonaro.nsw.gov.au](mailto:StrategicPlanning@snowymonaro.nsw.gov.au)



### ONLINE

Online sessions are also planned

PO Box 714 COOMA NSW 2630  
PT300345345

E [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)  
W [www.snowymonaro.nsw.gov.au](http://www.snowymonaro.nsw.gov.au)



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**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 64, 66, 67, 69, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126,	134	Request for the sealing of Micalago Road	<p>This is an unsealed road being maintained by the budgetary framework that the council can afford.</p> <p>The council is not financially able to upgrade this or any other road without this action leading to a larger portion of the existing road network failing.</p> <p>The Council can apply developer contributions to road upgrades as these funds become available. The Council's overall development contribution plans have identified that the previously raised funds will be used as contributions towards Smiths Road upgrades (currently occurring) and any balance towards the Burra Rd upgrades. The Burra Rd upgrade will require additional grant funds or development contributions to be raised, as the works are estimated to cost \$6million.</p> <p>Council will need to engage with the residents on Burra Road to ensure they are aware of the reason their works are being deferred if contributions are diverted to Michalago Rd.</p> <p>The Michelago masterplan contributions identify flood mitigation works on the first section and some upgrades on the second section. The overall amount is insufficient for sealing the road length. Council would need to contribute 33% of the funding towards the project.</p> <p>External funding should be sought.</p>	Councillors seek external funding partners and lobby State and Federal ministers.	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
127, 128, 129, 130, 131, 132, 133, 140,					
70	1	Request for the sealing of Burra Road	<p>This is an unsealed road being maintained by the budgetary framework that the council can afford. Upgrading this road is included in the adopted developer contribution plan for 2031/32, but will rely on significant external grant funding being gained.</p> <p>The council is not financially able to upgrade this road at this time without a larger portion of the road network in turn failing in the future.</p> <p>External funding to be sought.</p>	Councillors seek external funding partners and lobby State and Federal ministers.	Nil
68	1	Request for the sealing of the remaining 7.5 km of Bobeyan Road	<p>This is an unsealed road being maintained by the budgetary framework that the council can afford.</p> <p>The council is not financially able to upgrade this road currently without that leading to a larger portion of the road network failing in the future.</p> <p>External funding to be sought.</p>	Councillors seek external funding partners and lobby State and Federal ministers.	Nil
7	1	Council should maintain infrastructure within available funding.	<p>Council already maintains infrastructure within the existing budget.</p> <p>Where the available funding is insufficient to properly maintain the assets, as is seen to be the case here, this leads to premature deterioration and failure of the assets.</p> <p>The strategy adopted by the governing body is to continue to provide some level of maintenance across the entire asset based.</p>	Include actions on the asset management plans to collect the information needed to identify the required levels of renewal and maintenance so that a decision can be made on making Council sustainable.	Nil



**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

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			It is acknowledged that this approach is not sustainable over the longer term. Council is working on developing information on its assets and this information will guide decisions on what is needed to become sustainable.		
7	1	Cooma needs more parking	Council undertook a parking gap analysis over 12 months in 2023-2024. The results identified that Cooma has sufficient parking available to cater for current growth. A recommendation for better wayfinding signage, showing directions to existing carparks, was the outcome of the analysis.	Include this project in Council's unfunded projects list so that the project can be prioritised for grant funding against the other identified works.	Nil
2	1	Will the current unsealed roads service levels maintain roads to a safe standard?	Council will apply this framework, adopting a risk-based approach within the limited funding available. The approach will prioritise defects that pose a direct threat to the public, with additional works focusing on enhancing the customer experience.  The current level of funding does not allow for the optimal levels of maintenance and renewal. Under the current path road will eventually start to fail. Additional work is required to be undertaken to determine the most likely rate at which the road network will fail.	Include works in the asset management plans to continue the work to identify what is required for the optimal renewal and maintenance of the road network.	Nil
2	1	Is a moderate risk of bridge failure acceptable against current service levels?	A moderate risk in this category can be accepted by the governing body. The governing body determines the acceptable risks based on setting a balance between the level of resourcing and the services to be provided in the delivery program.  The collapse of a bridge can have high consequence, which is then assessed against the likelihood of that occurring. Equally there are a range of lower consequences that can occur that have a higher likelihood. All of the combinations are considered to	Continue to seek grant funding as opportunities become available and finalise the works to undertake engineering assessments of the bridges identified as being in poor condition.	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			determine what the highest risk level is considered to be. This is the same for most infrastructure. Council will prioritise defects that pose a direct threat to the public under its current strategy. This strategy is not sustainable over the longer term. In the shorter term Council is undertaking engineering investigations into the bridges identified as being in a poor condition so that they can be individually considered to manage the risk they present.		
65	1	Footpaths are needed at Gippsland Street and Townsend Street	Council adopted an Active Transport Plan in 2024. The plan identifies 20 high-priority projects, several of which are in Jindabyne. Currently, this plan is unfunded and will require funding from additional rating revenue through a specific SRV.  To extend infrastructure the Council needs to provide for two funding streams, the first is the initial capital costs to construct the infrastructure. The second is the funding for the ongoing costs of maintaining and renewing the infrastructure. While grants can be available for the first aspect, the second aspect will require additional rates revenue to be raised.	Nil	Nil
140	1	Footpaths – General & Park Rd to Munyan Street	Council adopted an Active Transport Plan in 2024. The plan identifies 20 high-priority projects, several of which are in Jindabyne. Currently, this plan is unfunded and will require funding from additional rating revenue through a specific SRV, as per the above response).	Nil	Nil
2	1	Is it realistic to plan for 38 Home Care Packages when there is an ageing population?	Council is a provider of services funded by the Commonwealth government and where the person receiving the grants chooses to use Council as the provider. The number of packages expected to be provided is guided by the current demand. If more resources were available, more packages could be	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			considered. It is worth noting that this sector is currently going through significant reform, because of the Australian Government's Royal Commission into aged care, which may impact Council's ability to be a provider in this space.		
7	1	Concerns regarding Council management, requesting that Council get back to basics, ensuring accountability and transparency	<p>The submission appears to be an election campaign statement, which limits its value in considering the draft documents.</p> <p>The draft documents already include significant changes to the way the Council operates, implementing tools and processes required to transition from a reactive approach to a more planned approach to service delivery. This includes implementing the necessary software tools, developing planned maintenance and renewal schedules, establishing scheduling systems to prioritise and plan the required work, finalising activity-based costing, and improving the customer request management system.</p>	Nil	Nil
2	1	Concerns that the 70% KPI target for pool hours is not sufficient. Prefer the KPI to be 80%	70% target set for all pools as there can be many factors influencing closures, which are not limited to staff shortages, chemical disruptions, public holidays and unforeseen closures (power outages in peak summer). Having an 80% target is expected to require additional staff to be funded through a retainer to be available to fill in as required. Even this is still unlikely to work as there is a limited available workforce available for roles that exists only for a very short period during the year.	The KPI target for swimming pool availability during opening hours should be increased to 75%	Nil
1, 140	2	Request for no further rate rises.	Further work is required to determine the sustainable cost of providing the current mix of infrastructure and services. It has been established that it is not possible to continue to provide what is a relatively (to the size of population and rate base) large volume of infrastructure for the people in this	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			<p>local government area within the existing levels of revenue.</p> <p>Council is audited through multiple agencies, including The NSW Audit Office, internal auditors, special audits, various State and Commonwealth audits on grants, and has an Audit, Risk and Improvement Committee to provide independent oversight and advice to councillors.</p>		
2	1	Positive feedback on the reduction of Council's deficit.	Noted.	Nil	Nil
4	1	Concerns over base rate percentage	<p>The revenue base rate revenue would have to be reviewed with separate community consultations. Changes to the current structure will have implications for most people across the region.</p> <p>This will be discussed with the Councillors at the next budget cycle.</p>	This will be discussed with Councillors at the next Budget cycle.	Nil
8	1	Areas identified for improvement to fees and charges document.	<p>1. Affordability: careful review is undertaken for fee affordability.</p> <p>2 Justification of fee increase: agree this could be added.</p> <p>3. Community Benefit services. Agree this could be an option for Council to consider.</p> <p>4. Benchmarking - agree this could be an option where benchmarking is available.</p> <p>5. Presentation. Agree.</p>	Consider these suggestions for any future budget documents.	Nil
8	1	Suggested ideas for improvements to the Long-Term Financial Plan	The formal monitoring and reporting of the budget and actuals occur through the quarterly budget review statements. Contingency and risk mitigation are regularly assessed by staff.	Review all recommendations for the LTFP for consideration in the 26/27 LTFP version.	Nil
8	1	Recommendation to improve the Revenue Policy	The recommendations are noted and subject to internal resource constraints in providing the extra	Thank you for your feedback on the Revenue policy and for taking the time	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			information it is proposed to consider the suggestions being included in any future documents.	to comment on all the documents. Your recommendations are noted and subject to internal resource constraints in providing the extra information. Council will consider your suggestions in any future documents.	
9, 33	2	Request not to increase the fees and charges	Increases to fees and charges are considered by councillors prior to final adoption.	Nil	Nil
2, 33, 63, 137, 140	3	Request to reinstate the mobile library service	At this stage it is proposed to continue to monitor the outreach service. The number of submissions is relatively low in comparison feedback received last year, including feedback against the reduction of alternative services to allow the mobile library to be retained.	No further action at this stage but continue to monitor the outreach service (as noted below).	Nil
3	1	A request to review the library outreach service to determine effectiveness.	A review of the outreach services is due to be completed by the end of June 2025; this review will also include a survey.	Nil	Nil
33	1	Referring to the Council's approach to raising revenue as a Ponzi scheme.	Nil.	Nil	
12	1	Equity in administration support to s355 Advisory Committees	It is acknowledged that there is variation in how committees operate, which includes how they were set up at the time they were commenced.  At the 1 May Council meeting, this was tabled for discussion, identifying additional costs to provide additional resourcing. Providing secretariat and staff attendance to all committees (Advisory and management committees) would cost \$102,000. The current expenditure is approximately \$36,000. The council is not currently funded to provide the additional funding gap.  Council considers all committee minutes.	Nil.	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
65	1	Concern regarding presentation of Jindabyne to tourists – Needs gardens and pavers and a schedule for mowing	The Council maintains existing open spaces and recreational areas within its available resources. New assets are determined by the criteria set in the Council's Open Space and Recreation Strategy and undergo whole-of-life costing to decide whether we can afford the ongoing maintenance.  Jindabyne will benefit from foreshore invigoration as part of the Special Activation Precinct (SAP) project funded by the state government.	Nil	Nil
2, 6	1	Concern regarding the Lake Jindabyne Shared Trail and how long the project is taking,	Although the Jindabyne Shared trail Project is simple in scope, the constraints presented within the project trail locations are complex and require time to ensure all aspects are mitigated. The complexities presented include property ownership and lease arrangements/agreements, Hydrology, ecology and indigenous heritage values, as well as consideration of trail locations and the impact on adjoining property owners.  Further, public consultation on the trail locations, construction materials, and the amenity the trail provides was substantial, given the public interest in these works.  To assist in developing mitigations, a combination of both new and existing trails, albeit not formalised trails, was considered to reduce the cost and impact to identified constraints.  The mitigations to these constraints must be studied, reported, and consulted with relevant authorities and bodies to gain endorsement and approval in some instances.  Further, Aboriginal Heritage Impact Permits (AHIP) are required to be completed before the construction commences on some of the sections of the proposed trail. These Plans take time to	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

*Table 1*

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			complete and gain approval to avoid any work that impacts on indigenous heritage values.		
2	1	What is the timeframe for delivery of green waste bins (outside Cooma)?	Council's expansion and construction of the new composting facility must be undertaken firstly to accommodate the increase in food organics and garden organics (FOGO) collection material. Once the new facility is operational FOGO bins will be rolled out to the remainder of the LGA this will more than likely be a two-year process making delivery of FOGO bins 2027.	Nil	Nil
5, 7	2	Concerns about resource and waste fees and charges	The increase in fees and charges is to assist with the rise in costs for managing waste to landfill. Council continues to provide free disposal for residential recycling to assist with financial pressures and encourage recycling.	Nil	Nil
7	1	Request for additional Container Deposit scheme locations	Requests for additional container deposit scheme (CDS) locations should be directed to Cleanaway, the responsible operator, as Council is not involved in managing CDS access points.	Nil	Nil
2	1	Request for advocacy to ensure suitable infrastructure is available for the aged.	Council has an advocacy role as part of our adopted Community Strategic Plan to ensure that quality aged, disability and health services support our population through all stages of life.	Nil	Nil
8	1	Comments on the Operational Plan document and suggestions for improvement	1.The linkages will be reviewed at the next cycle in 25/26. 2.A summary of submissions and responses is this attachment to the post exhibition report to Council. 3.Key performance Indicators are a work in progress and reflect our service levels to our community within the resources Council has.	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

*Table 1*

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			<p>4. Layman's language or a definitions page will be considered within the next cycle for acronyms and technical terms.</p> <p>5. Councillors are involved in the preparation of the plan through coordinated workshops and progress reports are reported to Council quarterly.</p>		
8	1	Comments on the Delivery Program and suggested areas for improvement.	<p>1. The purpose of the Delivery Program is to identify our principal activities with outcome measures. Not all measures have been developed and are a work in progress.</p> <p>2. CSP linkages to be reviewed at the DP 25/26 review.</p> <p>3. This submission response document is Council's response to each submission and is attached to the post-exhibition Council report for transparency.</p> <p>4. Councillors are involved in the preparation of the plan through coordinated workshops and progress reports are reported to Council quarterly.</p> <p>5. Quarterly reporting to Council on the Delivery Program progress addresses risks in an ongoing manner through Council's risk management framework.</p>	Nil	Nil
8	1	Comments on the Community Strategic Plan (CSP)	The CSP was adopted in May 2025. Any suggestions for improvement will be considered as part of the next formal review, post the next local government elections.	Nil	Nil
33	1	Concerns regarding the spending on consultants	External resources are used when Council does not have the resources available to deliver services, or for one off bespoke service that Council does not have the internal expertise.	Nil	Nil
33	1	Comments that the Council is broken and run by liars.	This submission is full of accusation and assertions against the staff and Mayor. It does not meet the acceptable behaviour standards.	Nil	Nil



**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
65	1	Comments that Jindabyne needs more grants	Grants provide valuable external source funding for many community projects. Each grant application must be carefully considered for whole of life costing if new assets are acquired to ensure that the community can afford the ongoing operation and maintenance of any new asset it may gain.  In addition developing grant applications takes substantial funding. Council has allowed some funding to develop grant applications, however the volume that will be possible with that funding will be significantly lower than expected by this submission.	Nil	Nil
65	1	Jindabyne isn't presentable to tourists. Needs gardens and pavers like Cooma	The Council maintains existing open spaces and recreational areas within its available resources. New assets are determined by the criteria set in the Council's Open Space and Recreation Strategy and undergo whole-of-life costing to decide whether we can afford the ongoing maintenance.  Jindabyne will benefit from foreshore invigoration as part of the Special Activation Precinct (SAP) project funded by the state government.	Nil	Nil
65	1	Feedback suggesting a schedule for the mowing of parks in Jindabyne.	The mowing schedule is outlined on page 39 of the draft Delivery Program. The level of service is prioritised based on the type of park or sportsground. Reactive maintenance is triaged on request.	Nil	Nil
140	1	Cost of Community support and Community Transport	Cost of Community Support and Community Transport - Expenses \$3,661,485 Income \$3,806,000	Nil	Nil
138	1	Request to enclose Cooma Pool	A complete cost analysis would need to be undertaken for whole-of-life costing of the additional enclosure asset to determine the ongoing costs to the Council. The council has not included this project in its 2025/2026 operational plan. Any future works regarding swimming pool facilities	No further action until the aquatic strategy is completed.	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			should be driven by strategy, in this case, an aquatic strategy as identified within Council's Open Space and Recreation Strategy, which is to be funded in the 2025/2026 budget.		
140	1	What justifies the Berridale Pool's \$155K budget?	This investment reflects critical upgrade works to ensure the ongoing safety of patrons and address end-of-life asset components, such as repainting of the pool liner and major filtration maintenance. Additionally, minor planned maintenance such as painting of the changerooms needs to be undertaken.	No further action	Nil
142	1	Amend Fees and Charges for Michelago Hall hire.	Agreed - Adjustment to the fees and charges for 25/26.  It should be noted that the process for determining fees and charges by hall management committees should be determined with relevant Council staff prior to placing the draft fees and charges on public exhibition, as the community does not have the opportunity to review and provide feedback before these fees and charges are adopted by Council.	Agreed - Adjustment to the fees to reflect the small increases to encourage more people to hire the hall. Fees schedule as below: Michelago Memorial Hall - Proposed Fees & Charges 2025/26  Election Hire - non-Local Government 2024/25 \$380.00 2025/26 \$420.00 per day Hall - standard (eg; meetings) 2024/25 \$17.00 2025/26 \$18.00 per hour Non statutory GST applicable  Hall - Event (eg: party) 2024/25 \$290.00 2025/26 \$295.00 per event Non statutory GST applicable  Refundable Deposit Bond - standard hire 2024/25 \$170.00 2025/26 \$170.00 per event Non statutory No GST  Refundable Deposit Bond - Party / Event 2024/25 \$250.00 2025/26 \$260.00 per event Non statutory No GST	Minimal

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
				Equipment Hire (Urn, Chairs, Tables, etc) By arrangement with Hall Committee Non statutory GST applicable.	
140	1	Unreasonable Complainant Conduct Policy question.	The unreasonable complainant conduct policy aligns with the NSW Ombudsman Guidelines 2017. A new policy has been drafted, aligning with the 2022 guideline, and will be tabled at the 19 June ordinary Council meeting. There is little material difference between the 2017 and 2022 guidelines. It is acknowledged that several policies require review. A project to commence a policy framework and policy development is identified in the draft delivery Program.	No further action	Nil
135	1	Rating for short-term holiday rental	Under the current legislation the Council cannot set a different rate for short-term holiday rental houses to that which applies to other residential uses.  The NSW Government has been lobbied to make changes for many years but is not supportive of any change to allow this.	No change	Nil
140	1	Rating rebate levels and cost of living concerns	The increase in council purchasing cards and the increase in their use do not reflect an increase in spending. What has occurred is that for small transactions, managers are encouraged to use the purchasing card rather than the Council raising and paying multiple invoices through accounts payable. Recent studies have shown that the process of raising and paying an invoice costs \$40 per transaction.  The use of purchasing cards was also recommended by previous audits for efficiency and tracking spending. All expenditure, whether it be transacted on a credit card or an invoice, is budgeted for and must be approved.	No change	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

*Table 1*

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
140	1	Water usage charge and CPI	With Council's low population, large regional footprint and ageing infrastructure, there are additional challenges in water distribution not faced by a well-funded federal metropolitan area. If it were tiered, then small villages and rural properties would be unfairly targeted for even higher increases.	No change	Nil
143	1	Explore tiered waste pricing or subsidies for rural residents to ensure equitable costs for fees and charges.	Currently users of the main facilities at Cooma and Jindabyne are already subsidising users of the smaller facilities and transfer stations.  The cost of disposing of waste does not vary whether it comes from an urban property or a rural one, which is the basis of fees.  Sperate costing is used to determine the pricing for collection services. This is assessed separately from the costs of disposal of the waste.	Nil	Nil
143	1	Long-Term Financial Plan feedback SRV modelling.	Thank you for your feedback. In later additions of the LTFP, further scenarios can be modelled.	Nil	Nil
143	1	Request to explore differential rating to reduce the burden on remote and low-access areas.	Differential rating can be discussed with councillors, and community feedback sought for future years.  The last consultation on this matter saw the majority supporting the current structure, which removed differential rating. The community advisory group formed the view that the differential rates was not warranted by the costs of service in different areas.	Nil	Nil
144	1	Request for background information on the development of fees and charges.	Work is continuing on the activity based costs that will underpin a clearer connection between the costs of various services and the fees charged. There remains more work needing to be done before this conversation can be had with the community.	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
144	1	Comment on the LTFP and the wasting of resources, and inefficiencies	Work is continuing on the activity based assessment of what is undertaken across the many services and asset management information is being developed to support the cost of sustainably and economically managing the infrastructure provided. It is correct that the findings of this work may change the long term financial forecasts.	Nil	Nil
136	1	Concerns regarding footpaths, weed control and general maintenance in Jindabyne	Council delivers services within its available resources. The maintenance of our parks and toilets is undertaken to a set schedule, with reactive maintenance triaged based on risk. Local Land Services is the appropriate regulatory authority for weed control in waterways.	Nil	Nil
139	1	Requesting to exempt local pony clubs from paying fees	Horses impact our grounds significantly. Revenue is relied upon to repair damage and support ongoing operational costs.	Not support the exemption of fees and charges for Pony Clubs.	Nil
134	1	Maintenance of walking tracks and the use of volunteers.	Council currently has limited resources for track maintenance and is exploring opportunities in the 2025/2026 Operational Plan to develop a framework for using volunteers in situations such raised in this submission.	Nil	Nil
32	1	Monitoring of walking tracks and reserves for safety defects	Council currently has limited resources for track maintenance and is exploring opportunities in the 2025/2026 Operational Plan to develop a framework for using volunteers in situations such as raised in the submission.	Nil	Nil
2	1	Replacement of Play Equipment	The council does not have a budget for asset renewal when assets are vandalised or have aged beyond their useful lives. The council will repair equipment where the maintenance budget allows.	Nil	Nil
3	1	Open Space and Recreation FTE, workload, sustainability	The detail that the submitter raises would usually be found in the open spaces asset management plan, not an operational plan.	No further action	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			Service levels are based on the resourcing available. SMRC is a large geographical area, and delivering equitable service to all open space and recreational areas is a priority for the Council. Council's Open Space and Recreation Strategy focuses our direction on having high-quality space rather than quantity. This work has commenced to determine recreational spaces that may be surplus to Council's needs, allowing us to direct funds more efficiently.		
140, 65	1	Query regarding funding for the Jindabyne Transfer Station at \$500k	The \$500k allows for Geotech investigation, concept scoping of options, and interim works to the waste facility to allow waste service to continue. It does not cover full construction costs.	No further action	Nil
140	2	The Jindabyne town centre toilet upgrades. Where has the money gone and request for consultation.	Consultation will occur at Jindabyne on 19 June, where further information will be provided. Costs have already been incurred in designing a previous toilet facility when the project was first started. When that facility was costed it was identified that there was insufficient funding available to complete that facility. Shortly after that the SAP process began, which placed the project on hold until certainty around what was going to be undertaken as part of the SAP process.	No further Action	Nil
145	1	Acceptance of wastewater from Alpine Resorts at Council's Wastewater Facilities	Acceptance of wastewater at sewerage treatment plants is restricted by NSW EPA License (EPL) for the facility.	Nil	Nil
140	1	The 70% on-time delivery rate is below expectations for roads — what's being done to improve this?	Based on industry studies, the 70% on time and budget target is a high target. Unfortunately, most people's expectations of how many projects are completed on time and budget is much higher than the reality.	This measure can be reviewed once the technology enablement has been completed.	Nil
144	1	Council's Development Contribution Plans are inadequate.	The Snowy Monaro Regional Local Infrastructure Contribution Plans will be reviewed in the 25/26 Operational Plan year.	No further action	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
145	1	Re-examine the visitor information model and include the four resorts and TSM.	<p><b>Note:</b> This is a late submission.</p> <p>Council did not cut the economic development service due to not seeing value, but rather due to the need to allow the Council to financially survive within the available funding. Council has chosen to focus on provision of the infrastructure needed to support the economy, including tourism.</p> <p>SMRC does not currently have the resources to address parts 1, 2, 3 and 5 of the conclusion. The resorts do not appear to be offering to fund the work, only to provide advice on how Council's funds should be spent.</p> <p>There is no doubt that the loss of the economic development team has left significant capacity challenges in SMRC's ability to review and implement changes to our tourism strategy. This will impact the timeframes for completion of this strategy without additional investment in this function.</p> <p>It is noted that the two destinations referred to in the submission continue to provide physical visitor information centres.</p> <p>Outside the snowfields and national park more of the tourism is seen to be leisure travel and experience based. Council has chosen to focus its efforts on increasing the visitor dwell time and leave the resorts to focus on attracting visitors to the activity based experiences in their resort.</p>	Council is not in a financial position to reintroduce this service without cutting another service, which is a higher priority to the community.	Nil
145	1	Restore Council's Economic Development Team			
145	1	Align funding with strategic intent by reviewing current tourism allocations for more efficient, high-impact deployment.			
140	1	Recommending a volunteer model for Council's visitor centres	SMRC operates 2 VCs, 1 in Cooma and 1 in Bombala. They provide a valuable service to visitors to our region. Volunteer models are often difficult to maintain over longer periods of time.	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
140	1	Conduct a Fluoridation survey in Bombala.	The community will have the opportunity to provide feedback before any fluoride is introduced. <b>Note:</b> Decisions on whether to provide fluoride are made by NSW Health, not the Council.	Nil	Nil
140	1	The \$5M allocation for Cooma Snowy River construction seems premature. Scoping must come first.	Scoping has been completed.	Nil	Nil
7	1	Concerns over water supply and security as Cooma grows and the cost for replacing the Snowy Reservoir	Council is currently undertaking a water security study to ensure a sufficient supply for future growth. Insurance is covering the replacement and compensation settlements of the failed reservoir.	Nil	Nil
140	1	With \$420K in grant funding for the weeds strategy, is there not an ongoing obligation for the State Government to fund this area annually?	It is unclear where the submitter is getting information from as there is no weeds strategy to be developed identified within the DP or OP. The State Government contributes grant funding to partially support the biosecurity surveillance program. There is no legal obligation to provide this funding support. There is no grant funding for a specific weed strategy.	Nil	Nil
141	1	Failure to see where there are worthwhile outcomes from biosecurity services	Funding is directed towards weed control in cleaner areas, which contribute to the protection of our productive agricultural lands, for example, the more southern part of our region.	No further action	Nil
140	1	Should the Council exit the building certification space and leave it to private providers to reduce costs?	The Council still retains a regulatory role and is required to act as the fallback certifier if the private sector is unable to provide certification services. By continuing to deliver certification services, an income is received to partially provide this service.	No further action	Nil
140	1	What is the net cost of ranger services vs fine income? Who handles illegal camping—Council or NPWS?	SMRC governs illegal camping in areas outside of the Kosciuszko National Park. Council's projected budget for fines is \$155,000 and operating expenditure is budgeted at \$615, 000.	No further action	Nil



**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

*Table 1*

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
144	1	Fundamentally, the development assessment process, in my opinion, is flawed and needs a comprehensive review in consultation with all stakeholders. A targeted approach is required to resolve issues throughout this process.	Council is open to having discussions to identify alternate pathways to improve processes	Council staff will contact the submitter to commence discussions	Nil
144	1	It is not necessary to have Engineers undertake all works inspections - this can and should be done by other lesser qualified people to free up the Engineers to do Engineering works that requires their expertise.	Comments noted.	Nil	Nil
144	1	Request for engineering standards to be consolidated.	Resources have not been allocated in the 2025/2026 Operational Plan to develop the consolidated development engineering standards.	Nil	Nil
140	1	Queries regarding Executive Office FTE and Public Health and Environment staffing and KPI's	<p>The level of FTE in the executive area has increased by 1 FTE following a decision to split one chief officer role into 2 roles. The budget (Which is \$3.2m, not \$3.5m) includes more than just employee costs. Executive services also include costs such as the elected representatives and improvement programs. (See page 15 of the operational plan)</p> <p>Development volumes are not down; this is just the funded level of staffing allowed for under the existing budgets.</p> <p>The targets are developed by staff using available information to determine the usual level of activity, in this case 5. Then the available resources are spread across the different activities within the</p>	No change proposed.	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			service. If there are less available resources than is needed to undertake all the expected activity (as is the case in this area) the amount of activity that can be provided is determined (in this case to investigate 2 of the 5 complaints). This information is then used to determine what a reasonable performance measure is. In this case Council will be able to respond to 2/5 (ie. 40%) of complaints lodged and we will undertake the investigation within 14 days.		
140	1	What is the benefit of Council's LGNSW membership?	LGNSW is the peak body through which the Council can seek lobbying for issues, particularly issues that affect many Councils. As a peak group they have much better access to ministers and people with influence at different government levels. While it is often difficult to directly link or cost the benefits, often increased funding program results are helped by lobbying efforts from the peak groups	No change Proposed	Nil
141	1	Concern regarding the organisational structure	Different people will have different opinions as to what the logical groupings for services are. In addition, there are a range of other factors that are considered in determining the split of service units.  How the staff structure is split will not impact the financial position of the Council unless it is done in a way that creates a tall management structure. Council currently has a flat management structure compared to those we have benchmarked against in the past. Moving groups of staff from one area to another does not change the overall cost.	Nil. the delivery program and operational plan do not set the organisation structure. After the delivery program has been adopted by the governing body it is then the role of the CEO to develop a structure that supports achieving the service levels set.	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
141	1	Comments that Council does not need a scheduling team	<p>The cost of a decentralised scheduling /dispatch operation under the existing system has been compared to a centralised approach, with the cost of continuing the current approach higher than what is proposed.</p> <p>Scheduling staff need to liaise with both staff developing the work programs and the staff carrying out the works. this is not unusual and will be more efficiently done using people who are skilled in such work. The centralised team will also assist with improving the use of all the available resources across the Council to the highest priority.</p> <p>It will also free up supervisors and team leaders to undertake their proper roles, with is working with the teams to ensure works are carried out and carried out to the required standards. Now those staff are required to try and do the scheduling as well as ensuring works are undertaken and the amount of work expected exceeds the available time, leading to a reactive and unplanned approach. Most studies indicate that the real cost of such an approach can be up to 5 time higher than a planned approach to maintenance.</p>	Nil. Council needs to implement ways of working that drive improved efficiency and lower costs.	Nil
141	1	Concerns regarding the increase of staff numbers	<p>Positions (2) are being shed from the areas covered by NDIS.</p> <p>The 3 positions put towards continuous improvement is simply replacing the team that was in place before Towards Excellence started. Council is required to have a program for service reviews and that requires resourcing.</p>	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

*Table 1*

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			<p>The Towards Excellence project has not failed. There is not awareness that the work done so far relates to establishing data and information to support the implementation of the changes to the way of working. It is important to gain data and information to support the new organisational structures and systems. These are still to be brought into place and will rely on the internal work done so far. Large organisation change in a big organisation is not a short-term fix. While it is fine to say what things should be in place, that does not mean that they are.</p> <p>No new levels of management have been introduced within the Council. A decision was made to increase the number of chief officers as it was considered that there was a need for increased resources to support the change program seeking to be implemented, but this was an increase within that level, not a new level.</p>		
141	1	Concerns regarding the service review program	The service reviews will be undertaken with a mix of the continuous improvement team and external resources as required. Funding is allowed for within the budgets.	Nil	Nil
144	1	Staff resourcing and response times to submissions	The work undertaken to identify the demand for the various activities and the actual capacity to deliver against that demand has been included in the documents to ensure the community can see the gap between the desired services and what can be expected to be delivered. Moving forwards further work will be undertaken to continue to review processes and improve efficiency, but it is likely there will continue to be gaps between the desired	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

*Table 1*

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			<p>service levels and the amount of resourcing provided for service delivery.</p> <p>Once Council has in place the systems to better track the levels of activity and performance that will provide the basic for having conversations with the community over what level of service they are willing to fund. Before we can talk to the community, we do need to get better information on the workload and the effort involved in activities.</p>		
144	1	Concern regarding development coordination between departments	<p>Council is in the process of developing settlement strategies as it does see the lack of strategic forward planning for infrastructure as an issue. Development of the settlement strategies will lead into development of local environmental plans and development control plans, which will be able to be used to base future growth projections on that will then be used to link to Council's asset management plans.</p> <p>Inclusion of growth demands against infrastructure capacity will allow the gaps to be identified and strategies put in place.</p> <p>The current level of available resources drives the pace at which this work can be undertaken.</p>	Nil	Nil
140	1	1. Create simplified documents 2. Trial alternative formats 3. Extend consultation period 4. Invite groups for consultation closure 5. Introduce and executive summary 6. Provide navigational guidance	<p>The Integrated Planning and Reporting documents (IPR) are presented with the level of information to ensure compliance with the Local Government Act 1993, and the Office of Local Government Guidelines good. better, best standards. Council is audited against these guidelines for compliance.</p> <p>1. Major service changes are highlighted at the beginning of the Delivery Program and Operational</p>	Review publishing the documents in HTML and format and include an executive summary for the next cycle of plans.	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			Plan. 2.Council will review and consider producing an HTML version for the next cycle of plans. 3.Preparation of the IPR suite of plans takes a considerable amount of time, it would be challenging to extend the consultation period beyond the statutory 28 days. The would be very few, if any Councils that would extend beyond the statutory period. 4.This is beyond the scope of Council's resourcing capacity. 5. An executive summary can be considered for inclusion. 6. Navigation guidance exists within the Delivery Program and Operational Plan on pages 22., and 11. respectively.		
140, 141	1	Formatting and Towards Excellence	Council will consider the format in line with the IPR guidelines and standards for Council's. The "Towards Excellence" Project is now Council's Business Improvement Program. The work identified will be tracked through quarterly reports to Council.	Review formatting in the next IPR cycle	Nil
140	1	Can Council clearly distinguish between legislatively required services and fee-for-service offerings?	Yes, Council can clearly distinguish between legislative and non-legislative services - The Delivery Program identifies the statutory and non-statutory services.	Nil	Nil
140	1	How many depots does Council operate?	Council operates works depots in Bombala, Berridale, and Cooma. There is a water and wastewater depot in Jindabyne. Adaminaby has a depot used for laydown of materials.	Nil	Nil
140	1	Outstanding action items from Council resolutions	The action items are in the operational plan to ensure that they are actioned and completed.	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

*Table 1*

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
140	1	Does Council subscribe to IPWEA standards? Equipment purchases should be disclosed to councillors.  Hybrid vehicle updates should be removed. Telematics and usage data must be shared with councillors for informed decisions.	Council subscribes to IPWEA standards. Telematics and usage data is for operational use.	Nil	Nil
140	1	HR metrics	Submission noted, thank you for your feedback	Nil	Nil
140	1	High-cost items (e.g. waste fleet: \$3.6M; general fleet: \$2.5M) need explanation.	The waste and general fleet includes large plant items such as compactors at the landfills and graders excavators etc.	Nil	Nil
140	1	Lack of clarity regarding the former school site in Jindabyne.	The site is managed by the NSW Department of Education. The advocacy request is noted.	Nil	Nil
141	1	Planned maintenance and asset renewal	Planned maintenance and asset renewal works are determined between the asset and operational teams. Council's strategic asset module as part of the asset management system determines renewal works.	Nil	Nil
141	1	Concerns regarding customer experience reforms	Comments noted.	Nil	Nil
141	1	Social media policy	Comments noted	Nil	Nil
143	1	Business improvements	Thank you for your feedback, and your ideas for improvement are welcomed. Council is continuing with the implementation of its business improvement program, which will be investigating some of the ideas you are suggesting. Allocating	Nil	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

*Table 1*

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			20% more to rural roads would mean a 20% reduction of service elsewhere in the Council.		
143	1	Business improvements	Public facing dashboards are being considered as part of Council business improvement program. All capital works are identified within the Operational Plan, including those in the smaller communities. Council undertakes consultation with the resources available.	Nil	Nil
143	1	Tourism is missing in the IPR documents	Tourism and Events is in both the Delivery Program and the Operational Plan	Nil	Nil
144	1	Measure set very low and “Towards Excellence”	The Towards Excellence project has not failed. There is not awareness that the work done so far relates to establishing data and information to support the implementation of the changes to the way of working. It is important to gain data and information to support the new organisational structures and systems. These are still to be brought into place and will rely on the internal work done so far. Large organisation change in a big organisation is not a short-term fix. while it is fine to say what things should be in place, that does not mean that they are. The measures within both the Delivery Program and Operational Plan are determined based on the service levels we are resourced to provide.	Nil	Nil
144	1	Further Community Consultation	Community consultation is undertaken throughout the year on specific projects. Council uses the annual satisfaction survey data for informed decision making.	Nil	Nil
144	1	Reporting KPI’s	Delivery Program progress reporting has been reported monthly to Council. From next financial	Nil	Nil



**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
			year it will be quarterly in line with the quarterly budget review.		
144	1	Feedback on submissions	An acknowledgment and closeout email are sent to all submitters.	Nil	Nil
68	1	Dump Point for Adaminaby	Full costing must be undertaken, and an investigation as to an appropriate site must be conducted. This work has not been identified for the 2025-2026 Operational Plan year.	It is recommended that feasibility and costing investigations be conducted for the next cycle of IPR, commencing in FY 2026/2027.	Nil
68	1	EV Charging Point for Adaminaby	Commercial entities generally provide EV charging. Council has introduced a new fee structure for the lease of Council carparking spaces to these businesses.	No further action	Nil
68	1	Improve mobile phone reception	Council's role is in advocacy to improve mobile phone reception across the region.	Council to continue to advocate for improved mobile phone reception across the region, including the Adaminaby area.	Nil
68	1	<p>2.Lake Eucumbene Shared Trail - connecting Anglers Reach to Old Adaminaby and Cemetery Point The establishment of a Lake Eucumbene shared recreational trail, for use by walkers, bike riders, which in parts, should be accessible for people with disabilities. The shared trail should also be used to highlight the rich cultural history of the area.</p> <p>3. Adaminaby Swimming Pool upgrade. The Adaminaby Pool is located at 1,017 metres and as</p>	<p>Currently, Council is not in a financial position to fund Items 2-5, 8-9, 14-22.</p> <p>6.Council has completed a draft Settlements Strategy, which will be publicly exhibited. The strategy is a 20-year horizon The purpose of the draft Snowy Monaro Settlements Strategy 2025 – 2045 (draft Strategy) is to:</p> <ul style="list-style-type: none"> <li>•outline the location and type of future housing and employment growth for Snowy Monaro until 2045;</li> <li>•ensure there is an available supply of suitably zoned land to accommodate Snowy Monaro's projected growth;</li> </ul>	That Council continue to liaise with the Adaminaby and Eucumbene community to advocate for funding opportunities for strategy led projects.	Nil

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
		<p>such is the highest elevation swimming pool in the district. The pool was established with contributions from locals, the "Festival of the Snows" and the local council. Heating has been completed. What else is needed?</p> <p>4.Seymour Park upgrade Complimenting the swimming pool, a redeveloped and revitalised Seymour Park will deliver an excellent and inclusive community park, playground and recreation area.</p> <p>5.Snowy Scheme Museum Stage 2 project. The collection is now of National significance, such that, the museum now requires this uplift to allow it to become a nationally significant tourist and cultural attraction.</p> <p>6.Additional residential blocks. Opening up of larger residential blocks adjacent to the towns and villages in areas already identified in the original town planning documents.</p> <p>8.Old Cemetery Point lookout. The building of a Lake Eucumbene lookout at Cemetery Point</p>	<ul style="list-style-type: none"> <li>•inform decision-making by Council, federal and state government, the community and developers; and</li> <li>•inform the preparation, assessment and determination of Planning Proposals. 10. Council will continue to maintain the Adaminaby Trout</li> </ul>		

**Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents**

*Table 1*

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
		<p>adjacent to the Old Adaminaby Cemetery.</p> <p>9.Cultural &amp; Historic trails Upgrading of the Cultural and Historic trail within the town of Adaminaby to ensure that it meets current standards for accessibility and signage.</p> <p>10.The Big Trout The ongoing maintenance of the iconic Big Trout.</p> <p>14.Low-cost camping at the Showground A growing number of people travelling in RVs are looking for free /low cost camping sites as their vehicles are now fully self contained. These people do not usually stay in Caravan/Holiday parks.</p> <p>16.Revitalise the Town Centre The town centre is essentially the same as it was when is was built in the mid 1950s. The revitalisation could include upgraded shop fronts, seating areas, mural artwork, sculptures etc.</p> <p>18.Improve the visitor experience in northern Kosciuszko National Park</p>			

Submission Response Table – Integrated Planning and Reporting Suite of Plans and Documents

Table 1

Submission Reference	Number of Submissions	Matters Raised	Staff commentary	Recommendation	Budget Impact
		19.Adamnaby Airfield growth  20.Investigate the establishment of a Mountain Bike Park  21.Lake Eucumbene walking trail Investigate and develop a walking trail that circumnavigates Lake Eucumbene (275kms).  22.Attract new businesses to town: to support and further increase tourism and town viability by a targeted campaign.			

### Internal Corrections and Amendments

Table 2 – Internal corrections and amendments

Document	Service/Area	Change to Service/KPI	Original	Correction/Amendment
Delivery Program	Land and Property	Other	[Old]: Page 46 – Community Support Programs ‘What we deliver’ - Remove reference to Assets managed - Werri Nina. The physical site/maintenance of the Werri Nina site is captured within L&P, due to its categorisation as a ‘Corporate Admin Building’.	[New]: Page 65 – Add Werri Nina to What we use to deliver"
Delivery Program	Land and Property	Other	[Old]: Page 65 – The management of Council’s Land and Property lease agreements, operational buildings, native title, Aboriginal land claim, crown land, land acquisition and divestment. The team also provides advice, strategic planning, governance management and use of community land in the Council’s care and control.	[New]: Page 65 – Reword ‘What we deliver’ to - Management of Council operational buildings, including corporate offices and general depots, along with commercial lease and license agreements, native title, Aboriginal land claims, Crown land legislative matters, land acquisition and divestment, and assistance with road alignment issues. The team provides strategic guidance and governance for the management and use of community land under the Council's care and control.
Operational Plan	Land and Property	Other	[Old]: Page 77 – What the Service Looks Like – The Land and Property team covers management of Council’s land and property under their control and provides strategic planning and governance for the management and use of community land in Council’s care and control.	[New]: Page 77 – Reword to read - Management of Council operational buildings, including corporate offices and general depots, along with commercial lease and license agreements, native title, Aboriginal land claims, Crown land legislative matters, land acquisition and divestment, and assistance with road alignment issues. The team provides strategic guidance and governance for the management and use of community land under the Council's care and control.
Operational Plan	Land and Property	Service Delivery	[Old]: Page 77 - Addition of a new dot point under heading ‘Addressing the delivery program activities’	[New]: Page 77 – Add additional dot point under heading ‘Addressing the delivery program activities’ to read - Deal with land title matters and road alignment research.

### Internal Corrections and Amendments

Table 2 – Internal corrections and amendments

Document	Service/Area	Change to Service/KPI	Original	Correction/Amendment
Operational Plan	Land and Property	Other	[Old]: Page 78 – several amendments to wording	<p>[New]: Rewording</p> <p>Page 78 - 'Reactive' table section - Change frequency of reporting to Quarterly (not Monthly).</p> <p>Page 78 - 'Reactive' table section (1<sup>st</sup> column, 2<sup>nd</sup> row) reworded to reflect: <i>Undertake reactive maintenance for buildings and sites within the Land and Property service portfolio.</i></p> <p>Page 78 - 'Reactive' table section (2<sup>nd</sup> column, 2<sup>nd</sup> row) reworded to reflect: <i>Triage and prioritise reactive maintenance works within 3 weeks of identification or report.</i></p> <p>Page 78 - 'Reactive' table section (1<sup>st</sup> column, 7<sup>th</sup> row) reworded to reflect: <i>Land &amp; Property managed Leases and Licences</i></p> <p>Page 78 - 'Reactive' table section (8<sup>th</sup> row) – <del>Delete</del>; I'm not aware that the LG Act specifies a mandatory timeframe for responding to land acquisition/divestment enquiries.</p> <p>Page 78 - 'Reactive' table section (2<sup>nd</sup> column, 9<sup>th</sup> row) reworded to reflect: <i>For buildings &amp; sites within the Land and Property service portfolio, 100% of access requests are acknowledged within three business days.</i></p>

### Internal Corrections and Amendments

Table 2 – Internal corrections and amendments

Document	Service/Area	Change to Service/KPI	Original	Correction/Amendment
Operational Plan	Land and Property	Operational Plan actions	[Old]: Page 80 – Action item – ‘Proposal to Realign the Barry Way Jindabyne and to Address Issues with the Intersections of Barry Way with Eagle View Lane and Bungarra Lane	[New]: Page 80 – Action item - <u>adjust the description</u> to read “Proposal to Realign Barry Way Jindabyne – Council Resolution 162/18”.
Operational Plan	Land and Property	Operational Plan actions	[Old]: Page 80 – Action item – Bombala showground resolution number correction	[New]: Page 80 Resolution correction – to read 55/22
Operational Plan	Land and Property	Operational Plan actions	[Old]: Page 80 -Action item - Proposal for a Social Enterprise Nursery Council Resolution 271/23	[New]: Page 80 – Remove action item - Proposal for a Social Enterprise Nursery Council Resolution 271/23 – Action item closed.
Operational Plan	Land and Property	Operational Plan actions	[Old]: Page 80 – Action item - Mittagang Road Reserve Boundary Adjustment, followed by Land Sale to Owner of Lot 2 DP 815248, Council Resolution 153/21	[New]: Page 80 - Remove action item Mittagang Road Reserve Boundary Adjustment, followed by Land Sale to Owner of Lot 2 DP 815248, Council Resolution 153/21 - Action item closed

### Internal Corrections and Amendments

Table 2 – Internal corrections and amendments

Document	Service/Area	Change to Service/KPI	Original	Correction/Amendment
Operational Plan	Land and Property	Operational Plan actions	[Old]: - Page 80 – Action item - Proposed Road Closure & Sale of old Lions Park at Bombala – Council Resolution 118/18 & 119/18	[New]: Page 80 – Correction – should read 118/18 only – remove reference 119/18
Operational Plan	Land and Property	Operational Plan actions	[Old]: - page 80 – Action item - Proposed Easement for Access to Middlingbank Quarry Council Resolution 55/20	[New]: Page 80 - Remove action item - Proposed Easement for Access to Middlingbank Quarry Council Resolution 55/20 – Action item closed
Operational Plan	People and Organisational Performance	Change to Target date	[Old]: - page 110 – Action - Target Date of 2025 Typographical Error	[New]: Page 110 – Should Read - 2026
Operational Plan	Community Facilities	Change to measure	[Old]: - Page – 46 – measure – 70% availability of pools during opening hours	[New]: - Page – 46 – measure – 75% availability of pools during opening hours
Delivery Program	Infrastructure	Addition to unplanned Projects	-	[New]: Add to page 83 – Unplanned Projects – Add new wayfinding signs in Cooma for Carparks



Sub 1.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Sunday, 11 May 2025 11:13 AM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

[REDACTED]

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**Please provide your feedback on the draft Fees and Charges**

No more rate rises!! Rates went up 50% last year! This council is completely incompetent and led by [REDACTED] who has no idea about how to run a business. Instead of raising the price of rates how about an audit into expenditure of the council. It's blatant to see the serious leaking of funds through the laziness of the road crews. 5 people watching 1 person work. The rural grading crew are lucky to do 5 hours work per day. They have morning tea, lunch and afternoon tea. It's absolutely ridiculous the amount of money wasted in these areas and we are expected to pay more for rates. DO BETTER!! Actions speak louder than words!

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**Please provide your feedback on the 2025-2026 Operational Plan**

As above

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Sub 2.pdf

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**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Sunday, 11 May 2025 1:25 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

---

**Email**

[REDACTED]

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**Please provide your feedback on the 2025-2026 Operational Plan**

Is it realistic to plan for ~38 home care packages (Page 44) given the age of the population? Is this based on past experience or projected demand based on ageing? Will a 70% target (for the opening of swimming pools - Page 47) meet public expectations? While I suspect that 100% is unattainable, 80% might be 'better'. Landfill could be reduced (Page 54 ) by the quicker rollout of FOGO collection across the shire. What is the timeframe for delivery of greenwaste bins (outside Cooma)? I would like to see some analysis/review of the effectiveness of the Library Outreach Service (Page 48). I remain concerned that the Outreach Service is not effectively meeting the needs of residents, especially the primary schools in the villages.

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**Please provide your feedback on the revised 2022-2026 Delivery Program**

From Page 13 'Most of the work completed is the work done in the background to get ready for change, not the work to change how Council operates. The next four years have to be focused on making the changes to put Council on the path to financial sustainability through a clear agreement with the community on what services are to be provided. Underlying this has to be systems and processes that ensure works are planned and executed to minimise the costs of providing the services, with a focus on preventative activities to avoid the need for more costly reactive works.' I agree. I am pleased to see this planning clearly presented. From Page 26: 'Lack of strategic direction: The organization has lacked clear strategic direction and leadership. The organisation has lurched from one crisis to another with a focus on the past and today's issue and not the future. This means the hard decisions that are needed to resolve the above two issues have not all been made. While some difficult decisions have been made, there is no clear picture showing how these align as part of a long-term solution to the issues facing the Council.' Again, I am pleased to see this acknowledged. From Page 39: 'Council does not have the resources to replace existing play equipment. The equipment will be monitored. For local parks if they reaches [sic ]the point where they are unsafe and cannot be repaired within the available resources it will be decommissioned.' While acknowledging that this is the most appropriate response from a safety perspective, planning to replace playground equipment should be included for the future. From Page 47: 'There is an outreach service for the provision of library resources to our regional towns and villages.' I am not (yet) convinced that this is effective. I suggest that the service be

Sub 2.pdf

reviewed. From Page 60: 'Preventive maintenance for unsealed roads With the resources available, planned maintenance for unsealed roads will be as follows: • Annual maintenance grade for regional and collector roads • Maintenance grade every two years for local roads • Maintenance grade every three years or as required for minor access roads.' Will this maintain roads to an acceptable safe standard? 'Bridges Bridges are to be maintained to allow for semi-trailer vehicles to cross safely. It has been identified that there are a number of aged bridges and a backlog in maintenance and renewals. This means there is a moderate risk that an unexpected failure may mean a bridge is unable to carry the desired weight loading.' Is a 'moderate risk' considered acceptable? What are the consequences/likely costs of failure?

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**Please provide any additional feedback here**

I acknowledge that operating deficits need to be reduced, and I am pleased to read that the SMRC is taking proactive steps to plan for the future.

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Sub 3.pdf

**Ashleigh Prowse**

**From:** [REDACTED]  
**Sent:** Sunday, 11 May 2025 11:02 AM  
**To:** Corporate Planning  
**Cc:** Luke Williamson  
**Subject:** Feedback re Operation Plan 2025 -26

I am writing to provide feedback re Snowy Monaro Regional Council's. Operation Plan 2025-26. Specifically I am providing feedback on the Service Area: Open Space and Recreation

I write as a professional Asset Manager with 25 years experience in both Government and Private sector open space management. I am of the view that this part of the plan is lacking significant detail, does not appear to have any priority matrix and appears to fail to address the some of the most critical key spaces in the Council Footprint, being the CBD streetscapes of the various towns within the Council Footprint. Having been a resident for 20 years I have observed significant differences in the service level provided from one town to the next with the council area. Whilst some towns appear to have a high level of streetscape maintenance others are a public embarrassment to the local communities. I would like gain a better understanding of what council is basing its priority of resources and budget on in the Open Space and Recreation service delivery. I would also like to gain a better understanding on resourcing level. On page 50 of the plan it appears that resource levels are 26.9 FTE's for Open Space Management service delivery. If this is the case across the entire electorate then I would suggest that Council will never have any chance of meeting the required level of maintenance across the footprint. Let's do some basic numbers on 26.9 Local Govt FTE's actual productivity. (no indication provided in the plan if the 26.9 FTE's are all frontline service delivery staff of if this includes management. If it includes management deduct the appropriate percentage from the 69.4 hours available per week for each major town.

$26.9 \times 52\text{weeks} \times 38\text{hours} = 59082.4 \text{ hours per year (1136.2) per week.}$

Subtract:  
 4 weeks annual leave per FTE = - 4088.8 hours per year  
 66.1 hours annual sick leave per FTE = - 1778.09 hours per year  
 RDO's 12x26.9 = - 322.8 hours per year  
 Long Service leave accrual = - 885.8 hours per year  
 Training/Meetings/Admin = 4 hours per week = - 5595.2 hours per year  
 Equipment Downtime and repair = 5% - 2954.1 hours per year

The basic numbers above would leave best case scenario productive hours available per week to be: 835.7 per week. (not including the bottom three). Across minimum 12 towns = 69.4 per town per week. This is not allowing for travel and setup time before actually commencing any productive work!

If an exercise was undertaken to map the open spaces that need maintenance, develop and prioritize KPI's/frequency and actually calculate the human resource hours required it would lead to an understanding that the existing system of using Public Sector FTE's for Open Space Management is fundamentally broken and not financially viable. Perhaps an answer would be to consider outsourcing high priority areas to local grounds maintenance contractors who tend to be vastly more productive due to non public sector employee entitlements and logistics of travel time.

At a bare minimum the operational plan 2025-26 should allocate a publicly available allocation of FTE Open Space resourcing per town allocated for Open Space Management.

Regards

[REDACTED]

Sub 4.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Monday, 12 May 2025 9:00 AM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

[REDACTED]

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**Please provide your feedback on the draft Revenue Policy 2025-2026**

I disagree with the proposed policy that the base rate recover 50% of the allowed rate revenue. This is much higher than most councils (indeed it is the maximum allowed) and means that a small apartment will pay the same base dollar amount of rates as a large shopping centre. This is not only unfair, it makes Council's overall rate revenue much more exposed to the financial capacity of its landowners with least valuable land. I think 20% recovered by the base rate would be a much fairer level.

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Sub 5.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Monday, 12 May 2025 1:53 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

[REDACTED]

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**Please provide your feedback on the draft Fees and Charges**

No increase to waste & collection . This Council has had it special rate variation approved which so rate payers are all ready paying more. As a Jindabyne resident with the total stuff with the Jindabyne tip buy the Council we are all ready paying more as if we have over a certain amount of rubbish we have to take it to Cooma which is 120 km round trip. RATE PAYER DON'T HAVE END LESS MONEY.

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**Please provide your feedback on the 2025-2026 Operational Plan**

N/A

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**Please provide your feedback on the revised 2022-2026 Delivery Program**

N/A

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**Please provide your feedback on the draft Long Term Financial Plan 2023-2033**

N/A

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**Please provide your feedback on the draft Revenue Policy 2025-2026**

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N/A

Sub 5.pdf

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**Please provide any additional feedback here**

RATE PAYERS DON.T HAVE END LESS MONEY

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Sub 6.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Thursday, 15 May 2025 3:54 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

[REDACTED]

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**Please provide any additional feedback here**

I've been watching what is happening with the Jindabyne shared trail over the years and am amazed at how long these trails are taking to complete. These trails are an important link for the people of East Jindabyne to the township of Jindabyne. As well as a tourist boost for the whole area. I see now the time line for these trails has blown out to 2027. The money is there to do the job it would be great to get them done so the Tourists and locals can enjoy what a magnificent area it is. Thanks [REDACTED]

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15/5/2025



SNOWY MONARO  
REGIONAL COUNCIL

368

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2025-2026 Integrated Planning and Reporting Community Consultation

Name: [REDACTED]

Address: [REDACTED]

#1. Email: COUNCIL NEEDS TO STOP WASTING OUR MONEY,  
INSTEAD, USE PROPER MANAGERIAL SKILLS  
Phone: TO MAKE OUR \$\$\$ WORK BETTER FOR ALL.

Please indicate which document you are providing feedback on:

- ☒ Draft 2025-2029 Delivery Program
- ☒ Draft 2025-2026 Operational Plan
- ☒ Draft 2005-2026 Revenue Policy
- ☒ Draft 2025-2026 Schedule of Fees and Charges
- ☒ Draft 2025-2026 Summary of changes to Fees and Charges
- ☒ Draft 2025-2035 Long-Term Financial Plan

RECEIVED

14 MAY 2025

Snowy Monaro Regional Council  
Cooma Office

#2. COUNCIL JUSTIFIES PUTTING UP 'WASTE DISPOSAL' FEES; WHY? BECAUSE YOU'RE ALLOWING EXTRA RESIDENCES TO BE BUILT? BECAUSE NOW WE'RE ACCEPTING JINDABYNIE'S GARBAGE OVER-FLOW? REALLY!!!

#3. COOMA RAN DESPERATELY LOW ON 'WATER' SOME YEARS BACK, YET HAVE APPROVED AN ADDITIONAL 12 UNITS (ON HOSPITAL GROUNDS) AND A FURTHER 178 HOUSES TO BE BUILT IN COOMA NORTH..... HOW WILL THE WATER SUPPLY COPE WITH THE EXTRA DEMAND?

#4. COUNCIL IS TRYING TO RECOVER ITS LOSS/LOSS THE ABSOLUTE WASTED, PRECIOUS WATER LOST, IN THIS 'WATER TANK COLLAPSE FIASCO', THAT COUNCIL ALLOWED FOR, TO HAPPEN, AS A 'DECOMMISSIONED' TANK, IS NOT DECOMMISSIONED WITHOUT REASON, BY SLEEPING US, RATES PAYERS FOR YET MORE \$\$\$\$!!!

#5. COUNCIL NEEDS TO MAINTAIN INFRASTRUCTURE WITH THE AVAILABLE FUNDS, NOT JUST SIMPLY DEMAND MORE RATE HIKES FROM US, THE PEOPLE, WHO MOSTLY ARE ALREADY DOING IT TIGHT; COST OF LIVING/ DROUGHT, ETC, THIS YOU ALREADY KNOW, SIMPLY ~~REPEAT~~ . . . . . P.T.O.



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#6. COUNCIL NEEDS TO MAKE A SEPARATE ENTRANCE TO THE 'TIP SHOP' FOR PEOPLE VISITING THE TIP, ONLY FOR THE 'SHOP'! WHY MAKE US LINE UP WITH PEOPLE THERE TO USE THE CARPARK FACILITIES? IT'S A NO BRAINER!!!

#7. COUNCIL ALSO NEEDS TO MAKE MORE PARKING AVAILABLE AT THE 'TIP SHOP' AS THERE SIMPLY IS NOT ENOUGH AT THIS TIME, AGAIN, A NO BRAINER!!!

#8. COUNCIL NEEDS TO INSTALL ANOTHER (CDS) RECYCLE, 10+ RETURN DEPOT, AS THIS ONE AT NOOLIES IS NOT ADEQUATE. ANOTHER ONE, PLACED NEXT TO THE 'TIP SHOP' WOULD PROVE TO BE USEFUL.

#9. COOMA TOWN NEEDS MORE AVAILABLE PARKING, ESPECIALLY AS 'SUNRISE' IS ALLOWING EXTRA HOUSES TO BE BUILT IN TOWN.

USE "CRITICAL" THINKING PEOPLE!

Visit our YourSay page to provide Feedback



IPR Feedback Form

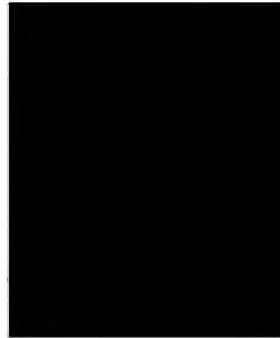
## Back to Basics - Ensuring Focus, Accountability & Transparency

Our platform is simple: Ensure that the basic functions of council are prioritized.

Curb rates - fix roads - manage rubbish - be accountable to residents & ratepayers.

independent group is standing for council because we believe it is highly dysfunctional, as evidenced by its inability to offer core services within its budget. A simple principle in business is that **THOSE WHO HAVE CAUSED THE PROBLEM CANNOT FIX IT.** New councillors must bring fresh eyes and a forensic approach to the Snowy Monaro Regional Council. We need to ensure that the council fulfils its core functions and rigorously costs any suggested projects to avoid deficit and debt that would burden ratepayers.

EXACTLY →



A GREAT TEAM.

## Policy - Core Principles

### 1. We are 100% Local & Independent

We are local and will work ONLY FOR YOU and NOT FOR A POLITICAL PARTY. We don't need more party political agendas in our region but a group that focuses on issues important to the community.

### 2. Your Voice Matters

We will address well-known concerns that have been identified in the council's own surveys. Current "free speech" restrictions will be reversed.

Your input IS VALUED.

\*YOU USE (ABUSE) OUR MONEY,  
SO, WHY NOT LISTEN TO OUR VOICE!



Home (/index.php)

Contact (/Contact/Your-Contacts.php)

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### 3. Core Functions Prioritized & Restored

A "rates, road and rubbish" review will be motioned. Inefficiencies, waste and bureaucracy will be identified. Ratepayers need "value" for their contributions. Issues like ROAD REPAIR & MAINTENANCE will be prioritised.

FIX ROADS NOW.



### 4. "Pie in the Sky" Ideas Won't Get A Start

"Pie in the sky" projects such as the \$40 million new council chambers in Cooma won't get a start because there will be a prior cost:benefit analysis and determination of the ongoing maintenance costs and value to ratepayers of any major capital projects. Furthermore, NO radical changes to 'Rural Land Use'.

NEW CHAMBERS,  
A PATHETIC  
IDEA!

### 5. Accountability

The council CANNOT continue to exist beyond its means. We will suggest a forensic audit, promote a performance culture throughout the council, and closely monitor budgets.

### 6. Better Governance

A root and branch analysis of current council staffing and functions will be implemented to identify areas of waste and bureaucracy. We want to see a responsive, high performance council, not a complacent one.

### Latest Updates

- Listen to this recent podcast: [REDACTED] and [REDACTED] talk with the "[REDACTED] of Berridale" ([https://bbasics.substack.com/p/podcasting-with-the-\[REDACTED\]-of?r=19pcqe&triedRedirect=true](https://bbasics.substack.com/p/podcasting-with-the-[REDACTED]-of?r=19pcqe&triedRedirect=true)) about regional issues and the Back to Basics (Group F) campaign for council.
- Latest Article: HEADING TOWARD ZERO - DO "RAY-GUN" AND THE SMRC HAVE ANYTHING IN

\* COUNCIL NEEDS  
TO COLLECT  
'ROAD SIGNS'  
OUT AT  
KYBEYAN,  
IN THE  
GLITTERS.  
DON'T  
WASTE!

Sub 8.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Saturday, 17 May 2025 6:22 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

**Email**

[REDACTED]

**Please provide your feedback on the draft Fees and Charges**

Strengths of the Draft Schedule 1. Comprehensive Coverage The schedule provides detailed information across Council service areas, reflecting the breadth of operations and allowing users to understand expected costs. 2. Statutory Compliance Fees regulated by legislation are clearly noted, ensuring legal compliance and uniformity with other jurisdictions. 3. User-Pays Application The application of user-pays principles to development, planning, and business-related services supports fiscal responsibility and fairness. □ Areas for Improvement 1. Affordability and Accessibility In the current cost of living environment, many community members are experiencing financial stress. Increases to fees for essential services such as waste, childcare, home support, or access to community facilities should be carefully reviewed to ensure they remain affordable and accessible to all. 2. Transparency of Fee Calculations Many charges have increased from the previous year, but justification or cost recovery rationale is not provided. Clear explanations—especially where rises exceed CPI—would support accountability and public understanding. 3. Community Benefit Services For services that yield broad public benefit (e.g. library access, community events, public health programs), a subsidised fee structure or fee waivers for eligible groups should be considered and clearly outlined. 4. Fee Comparisons and Benchmarks The schedule does not include benchmarking against similar LGAs or a summary of fee trends over time. This makes it difficult to assess how competitive or equitable Snowy Monaro's fees are. 5. Presentation and Navigation The current 100+ page document is detailed but may be difficult for community users to navigate. A searchable digital format, or a simplified summary guide highlighting key changes, would improve accessibility. □ Recommendations To improve transparency, equity, and usability of the Draft Fees and Charges schedule, we recommend: • Publishing a summary of key fee changes, with plain-English justifications. • Including affordability considerations in service areas that affect vulnerable groups. • Reviewing community benefit services for potential subsidies or waivers. • Benchmarking select fees against neighbouring councils or state averages. • Offering a public-friendly version or searchable web interface to improve access.

**Please provide your feedback on the 2025-2026 Operational Plan**

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Strengths of the Draft Operational Plan 1. Core Services Prioritisation The focus on maintaining roads, stormwater systems, and waste services reflects a strong alignment with community needs and feedback. 2. Financial Prudence The Plan is realistic in its scope and funding, aligned with the Delivery Program and Long Term Financial Plan. This demonstrates a responsible approach to financial management. 3. Commitment to Accountability The emphasis on improved reporting, customer responsiveness, and internal reforms is a positive step towards enhanced transparency and service delivery. □ Areas for Improvement 1. Clarity of Strategic Linkages CSP references are listed numerically (e.g., “12.3”) without clear descriptions, making it difficult for community members to understand how operational actions link to strategic goals. 2. Community Engagement Feedback While the Plan is said to respond to community input, this connection is not always visible. A summary of how public submissions have shaped operational priorities would build trust and transparency. 3. Performance Measurement Several operational actions lack specific, measurable targets. Including time-bound indicators (e.g., response times, completion rates) would improve accountability. 4. Use of Technical Language Certain operational initiatives (e.g., “Activity Based Costing” or “ICT upgrades”) are described in technical terms with limited context. Explaining their value in plain language would enhance accessibility. 5. Governance and Councillor Oversight The Plan would benefit from increased visibility of the role of elected Councillors in overseeing delivery. Their inclusion would reinforce democratic accountability and the strategic nature of the document. □ Recommendations To enhance the Draft Operational Plan, we recommend the following actions: • Include plain-language summaries of all CSP references and link them clearly to operational actions. • Add a summary of community feedback and how it has influenced the Plan (“You Said, We Did” section). • Introduce clear, measurable KPIs for service performance, with timelines and reporting intervals. • Translate internal or technical language into community-relevant explanations. • Highlight the governance role of Councillors more explicitly in operational oversight and delivery.

#### Please provide your feedback on the revised 2022-2026 Delivery Program

Strengths of the Draft Delivery Program 1. Realistic Strategic Reset The Program sets achievable objectives, prioritising infrastructure, service reliability, and internal reform. This is an appropriate response to previous underperformance and resourcing gaps. 2. Integrated Planning Approach The Program is well connected with the Operational Plan and Long Term Financial Plan, allowing for consistency in execution and budget alignment. 3. Commitment to Core Services The prioritisation of roads, waste, water, and stormwater aligns directly with community expectations and essential service delivery. 4. Business Improvement Focus Investments in systems, customer service, and asset management lay a foundation for more efficient, responsive Council operations. □ Areas for Improvement 1. Clarity on Strategic Outcomes and Measures While the Program outlines broad goals, many actions lack specific success criteria or performance indicators. This limits public and councillor oversight of delivery effectiveness. 2. Community Strategic Plan (CSP) Integration The connection between Program initiatives and CSP goals is often implicit or coded. A clearer mapping of how Program outcomes advance CSP objectives would strengthen transparency. 3. Community Engagement Insights Underdeveloped Though the Program is said to respond to community sentiment, the source and nature of this feedback is not clearly documented. Greater clarity on “what was heard” and “how it shaped the Program” would enhance trust. 4. Governance and Oversight Visibility The Program would benefit from greater emphasis on the role of elected Councillors in setting direction and monitoring delivery, reinforcing local democracy. 5. Risk and Contingency Planning There is limited detail on how Council will adapt to project delays, funding shortfalls, or unforeseen changes. This would be particularly valuable for multi-year infrastructure and renewal initiatives. □ Recommendations To strengthen the Delivery Program, we recommend: • Including measurable outcomes and KPIs for each strategic focus area. • Providing a CSP cross-reference table linking Delivery Program actions to long-term goals. • Publishing a summary of community engagement inputs and their influence on priorities. • Enhancing references to the role of Council and governance structures in Program oversight. • Including a risk section that outlines mitigation strategies for key program risks.

**Please provide your feedback on the draft Long Term Financial Plan 2023-2033**

**Strengths of the Draft LTFP**

1. **Scenario-Based Modelling** The use of multiple financial scenarios (base and conservative) is a strong feature. It allows Council and the community to understand how financial decisions may play out under different assumptions.
2. **Focus on Financial Sustainability** The LTFP provides a clear commitment to restoring financial balance, addressing infrastructure renewal, and reducing dependence on short-term fixes.
3. **Alignment with Strategic Objectives** The plan is well integrated with the Delivery Program and Operational Plan, which improves consistency in service and capital delivery over time.
4. **Recognition of Cost Pressures and Rate Limitations** The plan acknowledges systemic constraints such as rate pegging and cost shifting, which is an important context for stakeholders and higher-level advocacy.

**Areas for Improvement**

1. **Clarity on Key Assumptions** While the plan includes broad assumptions, many (e.g., inflation rates, cost escalators, population growth) are not detailed or referenced. Transparency in these inputs is essential for credibility and review.
2. **Limited Community Readability** The document, while technically sound, is written in a highly financial tone. A plain-English summary or community overview would improve engagement and accessibility.
3. **Integration with Asset Management Gaps** The plan discusses infrastructure backlogs but lacks clarity on how much of this is costed, prioritised, or funded in the plan horizon. More robust linkage to the Asset Management Strategy would be beneficial.
4. **Resilience and Contingency Planning** There is limited exploration of financial contingencies or buffers for economic shocks, natural disasters, or sudden policy changes. This represents a risk to long-term stability.
5. **Governance and Oversight Reporting** The plan does not describe how progress against financial forecasts will be tracked, reviewed, or reported to the public and Council. Clear reporting mechanisms would support accountability.

**Recommendations** To enhance the Draft Long Term Financial Plan, we recommend:

- Publishing a plain-English summary highlighting key figures, risks, and what it means for the community.
- Expanding on the financial assumptions with references and rationale.
- Strengthening links to the Asset Management Strategy and including prioritised backlog figures.
- Outlining a formal monitoring and reporting framework for financial performance.
- Including contingency and risk mitigation strategies for external shocks or funding variability.

**Please provide your feedback on the draft Revenue Policy 2025-2026**

**Strengths of the Draft Revenue Policy**

1. **Comprehensive Structure** The Policy clearly outlines rating categories, annual charges, and user-pays principles. This provides transparency in how revenue is raised and applied.
2. **Pensioner Concessions** The continuation of statutory rebates for eligible pensioners is welcomed and helps to mitigate hardship for vulnerable ratepayers.
3. **Special Rate Variation (SRV) Clarity** Council has provided clear explanation of the SRV, including its purpose and application toward infrastructure renewal, addressing the legacy of underinvestment.

**Areas of Concern**

1. **Cost of Living Pressures** The cumulative impact of rate increases—particularly the SRV—risks placing added strain on households already facing rising costs for housing, food, energy, and fuel. Many residents will experience real reductions in disposable income. Council must show greater sensitivity to this broader economic context.
2. **Equity and Affordability** The SRV affects all ratepayers uniformly, but may disproportionately impact lower-income households, rural landholders with large unimproved land values, and those on fixed incomes. Consideration should be given to expanding hardship support programs or phased SRV implementation.
3. **Justification of Charges** Some fee increases lack detailed explanation or cost-recovery analysis. Greater transparency in how charges are set and justified (particularly where they have risen above CPI) would improve accountability.
4. **Communication and Engagement** There is a risk that community members do not fully understand the long-term financial plan or how revenue measures relate to service delivery. A clearer public communication strategy is required to build trust and demonstrate value.

**Recommendations** To strengthen the Draft Revenue Policy and respond to community concern, we recommend:

- Providing a supplementary document or summary explaining rate and charge increases in the context of cost of living impacts.
- Expanding financial hardship provisions, including a review of eligibility and promotional outreach to those in need.
- Including clearer justification for any above-CPI increases in fees and charges.
- Enhancing public engagement on how revenue decisions fund community priorities,

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especially projects funded by the SRV. • Considering a transitional approach to the SRV in future years if affordability risks increase.

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**Please provide any additional feedback here**

Strengths of the CSP 1. Comprehensive Strategic Themes The CSP is structured around five clear themes: Our Community, Our Economy, Our Environment, Our Infrastructure, and Our Civic Leadership. These provide a strong foundation for linking community outcomes to tangible actions. 2. Integration of Resilience and Sustainability The inclusion of resilience, climate responsiveness, and sustainability goals reflects a forward-thinking approach and positions the region to navigate long-term challenges. 3. Commitment to Collaboration The CSP appropriately acknowledges that Council cannot deliver these goals alone and highlights the role of partners including community groups, state and federal governments, and the private sector. □ Opportunities to Strengthen Strategic Integration 1. Clarity of Linkages in Supporting Plans While all supporting documents reference the CSP, the connections are not always explicit or well-articulated. Many actions and projects are linked by numeric strategy codes (e.g., “12.2”) without descriptive context. This limits transparency and public understanding of how operational and financial decisions deliver strategic outcomes. 2. Lack of Cross-Document Mapping There is no summary or diagram showing how CSP outcomes cascade through the Delivery Program, Operational Plan, and resourcing strategies. A visual roadmap or matrix would help illustrate these connections and ensure cohesive implementation. 3. Community Feedback and Strategic Coherence While community input is said to have informed the CSP, some stakeholders have raised concerns about the limited engagement reach and the top-down development of the document. This raises questions about whether the CSP truly reflects the region’s diverse voices, and whether other plans are therefore aligned to an inclusive community mandate. 4. Performance Measurement and Accountability The CSP’s strategic outcomes are high-level, but the mechanisms for tracking progress (e.g., indicators, reporting frequency) are limited. For example, the State of the Region report is issued only every four years. This impedes ongoing accountability and undermines linkages to shorter-term planning and reporting cycles. □ Recommendations To enhance the strategic coherence and community value of the CSP and its related documents, we recommend: • Including plain-English summaries of CSP outcomes in all supporting plans to improve transparency. • Publishing a CSP integration map or table showing how specific outcomes are supported by actions in the Delivery Program and Operational Plan. • Strengthening the narrative in all documents to show how community feedback has shaped each layer of the planning framework. • Introducing interim performance reporting (e.g., annual or biannual) to better connect CSP goals with delivery monitoring and governance oversight.

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Sub 9.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Sunday, 18 May 2025 4:39 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

---

**Email**

[REDACTED]

---

**Please provide your feedback on the draft Fees and Charges**

No increase in fees & charges.

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**Please provide any additional feedback here**

No increase in fees & charges.

---

Sub 10.pdf



Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council  
Copies to: All Councillors

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

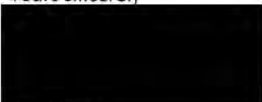
I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely



President  
Michelago Region Community Association  
23 May 2025

Michelago Region Community Association Inc

ABN: 69 045 806 574

ICN: 9884198

Sub 11.pdf

**Ashleigh Prowse**

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**From:** Stephen Dunshea  
**Sent:** Friday, 23 May 2025 11:37 AM  
**To:** Ashleigh Prowse  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago

**Stephen Dunshea**  
Chief Executive Officer  
Direct (02) 6451 1692

---

**From:** [REDACTED]  
**Sent:** Friday, 23 May 2025 10:32 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Cc:** SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Snowy Monaro Regional Council Executive Office <SMRCExecOffice@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago.**

I am writing to urgently request that the upgrading and sealing of Micalago Road, Michelago, be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026.

My family has lived on Micalago Road since 2014 and have personally witnessed the increasing development and subdivision along the road over the past 11 years. With this growth has come a significant rise in traffic a level the current road condition simply cannot sustain. Further subdivisions are already in the pipeline, which will only exacerbate the issue.

I would like to express my deep concern about the condition of the road near my property, which played a significant role in exacerbating an already traumatic event for my family.

Sub 11.pdf

Recently, both of my children were involved in a serious motorbike accident. Due to the severity of their injuries, an ambulance was required. When the paramedics arrived, the very first words they said were, "That road is terrible!" Once my injured daughter was secured in the ambulance, we were forced to travel at a near standstill pace to prevent the road's poor condition from worsening her injuries. The journey from my driveway to the highway a distance of just 1.5 km took approximately 10 minutes.

This delay during a medical emergency is simply unacceptable. The state of the road added significant distress to an already heartbreaking situation and could have had dire consequences if the injuries had been life-threatening.

The current road grading schedule of every two years is clearly inadequate. My children's accident and the paramedics' comments are stark evidence that the current maintenance routine is failing to meet community needs. I urge you to review and revise this schedule urgently, this incident alone demonstrates the urgent need for a long-term solution.

No family should have to endure the added trauma of delayed medical attention because of preventable infrastructure failures. I ask you to consider what if this had been your family?

This is not an isolated concern. A recent visit from an NRMA mechanic led to the comment, "If I knew it was this road, I wouldn't have taken the job." Delivery drivers frequently refuse to use Micalago Road and, when they do, they are often hostile due to the road conditions. Even members of my own family are reluctant to visit, fearing the road will damage their vehicles.

Driver behaviour is also being negatively impacted. I've witnessed drivers travelling at dangerously high speeds in an attempt to "smooth out" the bumps a trend that creates an even greater risk of accidents.

The condition of Micalago Road is now a serious safety issue, not just an inconvenience. I implore Council to prioritise the sealing of this road and to include it as a necessary infrastructure upgrade in the 2025–26 Operational Plan.

Thank you for your time and consideration. I would welcome the opportunity to speak further on this matter and can provide additional information if required.

Regards,

A black rectangular box redacting the signature of the person who wrote the letter.

Sub 12.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Friday, 23 May 2025 2:04 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

---

**Email**

[REDACTED]

---

**Please provide your feedback on the revised 2022-2026 Delivery Program**

S355 Committees I would like to point out the inequity of SMRC staff support for s355 Committees. Some committees have one and even two SMRC staff who attend meetings. In one case, reported in the SMRC minutes, a staff member was tasked with working to seek grant funding. I would expect that all s355 Advisory committees would be given equal support, allocated under the budget for Administration. Most volunteers have full time jobs, paid or unpaid, and in addition work to support the community they live in. They also work independently to canvas funding from a variety of grant sources. The path of seeking independent funding for SMRC assets, is difficult to negotiate as most s355 members are not familiar with the systems and schedules of Government and other funding bodies. A central Coordinator who had a folder of shovel ready community projects could disseminate grants opportunities that come in to SMRC and seek other grants. We are all working to maintain and develop SMRC assets. Another point that would make the SMRC and Volunteers in the Community partnership work efficiently is the attendance of Senior staff at Advisory Committee meetings. They would be able to immediately indicate what is possible, and correct pathways to take, to realise potential projects. Current practice is that minutes are simply adopted by Councillors with no attention given to the recommendations with the Minutes. These recommendations are often well debated and refined during meetings, to honestly reflect community needs and views. Recommendations should be extracted from each of the Minutes submitted, and Councillors asked to respond as to whether the recommendation should be included as an action forwarded directly to Senior Executive in the relevant department. There is currently no feedback to s355 committees, as encouragement or advice, regarding their service, input and recommendations.

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Sub 13.pdf

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 12:15 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-2026: Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 12:15 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-2026: Sealing of Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

I am one of the village residents who, despite initial delight with the safety and convenience brought by the bridge connecting Micalago Road and Ryrie Street, have stopped using it to go to and from the Monaro Highway because of the bone- and car-shaking experience of driving on Micalago Road.

As a result of traffic thus avoiding Micalago Road, I now often see cars and trucks again coming through the village via the new bridge instead of using the Micalago Road exit/entrance to the Monaro Highway. This puts extra stress on Ryrie Street. It's also a safety issue, as Ryrie Street from the new bridge to the RFS Station is a shared vehicle-pedestrian zone. There will be more such traffic as housing development proceeds in south Michelago.

Sub 13.pdf

Yes, Micalago Road, from the old railway bridge to the highway, has recently been graded but weather and intrepid traffic will soon see the horrendous ruts appear again.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution. I trust this will be a high priority in the new Operational Plan.



Michelago

Sub 14.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:25 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Saturday, 24 May 2025 2:06 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

While I live on Burra Road and at times it is often in need of major upgrades, Micalago Road is in an acute state of deterioration and this issue should be addressed immediately.

Yours sincerely

[REDACTED]



Sub 15.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:26 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operation plan 25-26

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Friday, 23 May 2025 5:00 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>;  
smrccouncillours@snowymonaro.nsw.gov.au  
**Subject:** SMRC Operation plan 25-26

Dear Mr Dunshea

I am writing to request the upgrading and sealing on Micalago road, Michelago.

I urgently request the sealing of Micalago road be included in the Snowy Monaro Regional Council's operation plan for 2025-2026.

This road is extremely dangerous even in the best of conditions, I use this road daily with a 4wd vehicle and still experience difficult driving conditions due to the hazards of the slipperiness of the soil and Cambre on the road. When 2 vehicles going in the opposite direction try to go past each other we almost have to come to a complete stop to avoid each other whilst also trying to stay on the road.

I believe the existing schedule of grading is inadequate for this road and sealing the road is the best and safest option going forward.

Many thanks

Regards,

[REDACTED]  
[REDACTED]

Sub 16.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:26 AM  
**To:** Corporate Planning  
**Subject:** FW: Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Friday, 23 May 2025 10:52 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Sealing of Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

Sub 17.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:26 AM  
**To:** Corporate Planning  
**Subject:** FW: Seal Micalago Road please

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Saturday, 24 May 2025 8:24 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Seal Micalago Road please

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there

Sub 17.pdf

commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely,

[REDACTED]

Sub 18.pdf

**Ashleigh Prowse**

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:27 AM  
**To:** Corporate Planning  
**Subject:** FW: Support upgrade of Micalago Road, Michelago to reduce traffic on Ryrie Street

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Records Snowy Monaro**

Direct 1300 345 345

**Sent:** Friday, 23 May 2025 9:56 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Support upgrade of Micalago Road, Michelago to reduce traffic on Ryrie Street

Mr Stephen Dunshea

Chief Executive Officer

Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

Sub 18.pdf

As a result of the poor condition of Micalago Road inbetween grading schedules the traffic along Ryrle Street has increased significantly with people needing to bypass through the village rather than damage their vehicles. This in turn is creating issues in the village on a narrow residential street.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

Sub 19.pdf

### Ashleigh Prowse

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:27 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 - Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Records Snowy Monaro

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Friday, 23 May 2025 6:38 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 - Sealing of Micalago Road

Dear Stephen,

I am writing to request the upgrading and sealing of Micalago Road.

I have been a resident of Micalago Road since 2019 and have personally witnessed significantly increased development and subdivision along Micalago Road and Karinya Plains Road (a feeder road with no other access road) during this time. This has resulted in a very substantial increase in traffic on Micalago Road.

There has been continuous construction traffic during this time and will be for many years to come. There are currently about 12 future houses already in the pipeline as a result of approved subdivisions and I understand that there are more land owners intending to subdivide who have not yet commenced the development application process.

Each additional house means not just more residents using the road, but also many more service providers; tradespeople, couriers, supermarket delivery vans, water trucks, septic trucks, meter readers, emergency vehicles, cleaners, carers, allied health providers and, of course, guests of residents.

Micalago road is also frequently visited by non-local traffic for the purposes of sight-seeing and photography. The poplars that line the road from the highway to the railway bridge are stunning, the railway bridge itself is iconic, and the views of the Tinderry Mountains are spectacular.

Sub 19.pdf

The road is simply not coping with current traffic levels, let alone the increased traffic that is certain to come. It is consistently in very poor condition with large potholes, deep corrugation, slippery segments and subject to flood events.

This is a safety issue, I know of at least one car accident caused by the state of the road. I am also extremely worried about safe and timely access for emergency vehicles.

The road also causes excessive wear and tear of all vehicles using it.

Unfortunately, improvement following grading is always extremely short-lived and the existing grading schedule of every two years is woefully inadequate. In fact, the road was graded this very week and already, following two days of rain, the surface has eroded and exposed pot holes and corrugations. It is also extremely slippery and dangerous in areas where the surface is comprised of clay.

Micalago Road is simply no longer fit for purpose in its current state. Sealing the road is the only viable solution.

I have heard that the sealing of Micalago Road might be undertaken in stages (Monaro Highway to Railway Bridge, Railway Bridge to Iron Ore Mine and Iron Ore Mine to Karinya Plains Road). However, I strongly urge Council to consider sealing the road in one stage, as one project. The road urgently needs to be sealed. And doing so in one stage will result in significant efficiencies; materials will be able to be purchased in bulk, engineering and planning considered as a whole, and less labour will need to be duplicated (eg. set-up and pack-up, traffic controls, communications etc).

Regards,

[REDACTED]

[REDACTED], Michelago, NSW



Sub 20.pdf

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:28 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Friday, 23 May 2025 10:09 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

[stephen.dunshea@snowymonaro.nsw.gov.au](mailto:stephen.dunshea@snowymonaro.nsw.gov.au)  
[council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)  
[SMRCCouncillors@snowymonaro.nsw.gov.au](mailto:SMRCCouncillors@snowymonaro.nsw.gov.au)

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

Sub 20.pdf

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

A black rectangular redaction box covering the signature of the sender.

Sub 21.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:29 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 - Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Friday, 23 May 2025 10:09 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 - Sealing of Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

Sub 22.pdf

**Ashleigh Prowse**

---

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:29 AM  
**To:** Corporate Planning  
**Subject:** FW: Sealing of Micalago rd

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Friday, 23 May 2025 5:19 PM  
**To:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** Sealing of Micalago rd

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution. I go to work just to pay for vehicle damages caused by the disgusting state of neglected road.

Kind Regards

[REDACTED]  
[REDACTED] Michelago NSW 2620

Sub 23.pdf

**Ashleigh Prowse**

---

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:29 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Saturday, 24 May 2025 5:41 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

My family live in Michelago. I have been visiting the area since 2014. My driving ability has reduced since this time frame and the condition of the road has now made me feel unable to continue to visit my grandchildren. Having this road sealed will make a great difference and assist greatly with my confidence in driving on that road.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards  
[REDACTED]

Sub 24.pdf

### Ashleigh Prowse

---

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:30 AM  
**To:** Corporate Planning  
**Subject:** FW: Micalago Road - Sealing

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Records Snowy Monaro

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Sunday, 25 May 2025 11:24 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Micalago Road - Sealing

Dear Stephen,

### SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge. This would at least re-balance the traffic flow that has been diverting through the village along Ryrie Street to avoid this particular section. This includes large truck and dog combinations and other delivery vehicles that have been driving past the primary school and right through the village to get to Micalago Road via the new bridge. Not ideal to say the least.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives here commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region. It has been muted previously to include a levy against new developments to support local infrastructure. If this has not yet been included in the DA approval process, I think it certainly should be.

Even though the road has been very recently graded which is much appreciated, the rain late last week turned some sections into something akin to an ice-rink. For some reason the surface is far more slippery this time, than after previous gradings. I have no idea why that would be the case?

Sub 24.pdf

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road.  
Sealing this road is the only viable solution.

Yours sincerely



Sub 25.pdf

### Ashleigh Prowse

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 9:31 AM  
**To:** Corporate Planning  
**Subject:** FW: Request for Upgrading and Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Records Snowy Monaro

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Saturday, 24 May 2025 10:14 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>  
**Subject:** Request for Upgrading and Sealing of Micalago Road

Dear Mr Dunshea,

I am writing to formally request the upgrading and sealing of Micalago Road.

As a weekly visitor to my family's residence on Micalago Road, I have observed firsthand the rising impact of the ongoing disrepair of the road.

Over the years the increasing residential development along Micalago Road and Karinya Plains Road, a feeder road has seen growth result in significantly increased traffic on Micalago Road. The road frequently accommodates construction traffic, and with the approved subdivisions, each new residence generates additional vehicle activity, including service providers, tradespeople, couriers, supermarket delivery vans, water trucks, septic service vehicles, meter readers, emergency response vehicles, maintenance crews, healthcare providers, residents' guests and family members. This has heightened concerns regarding road safety and capacity.

Currently, the condition of Micalago Road is concerning. It is plagued with large potholes, deep corrugations, and slippery sections, making it a safety hazard. There have been instances of accidents and the ever increasing potential for emergency vehicles to face difficulties reaching residents, which could lead to serious consequences and investigations into maintenance responsibilities considering the continued reports to council on the condition of this road. The safety of road users and emergency responders is of paramount importance.



Sub 25.pdf

Furthermore, the road surface imposes significant wear and tear on vehicles, causing damage from potholes and vibrations. The current biannual grading schedule often provides only temporary relief; after recent grading to a section of this road and subsequent rain, the surface has deteriorated rapidly, exposing new hazards. The clay surfaces become especially slippery, increasing the risk of accidents and complicating emergency response scenarios. Given my experience working in a hospital, I am concerned about the increased risk to residents and emergency vehicles, including ambulances, and the potential impact on patient safety.

In its current state, Micalago Road is not fit for purpose. I strongly believe that sealing the road is the most effective solution to improve safety for all users and provides residents with an appropriate thoroughfare.

While I understand there is a request for consideration of a sealing project comprising of staging (from Monaro Highway to Railway Bridge, Railway Bridge to Iron Ore Mine, and Iron Ore Mine to Karinya Plains Road), I urge the Council to consider prioritising the project as a single, comprehensive initiative. The road requires urgent attention to ensure safety and functionality.

Thank you for your consideration of this matter.

Sincerely,

[REDACTED]

Sub 26.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 11:08 AM  
**To:** Corporate Planning  
**Subject:** FW: Please attend to Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 9:08 AM  
**To:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Subject:** Please attend to Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution. In the interim, an urgent grading of the road is now required as it has deteriorated so significantly, so rapidly.

[REDACTED]

Sub 27.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 11:39 AM  
**To:** Corporate Planning  
**Subject:** FW: Upgrade and sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 10:50 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Upgrade and sealing of Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The degradation of Micalago road, as well as the dust and debris from other vehicles has not only damaged our vehicles but has made it impossible to drive on the road or tow livestock safely.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

Sub 28.pdf

**From:** [Records Snowy Monaro Regional Council](#)  
**To:** [Corporate Planning](#)  
**Subject:** FW: Michelago Road Fixed  
**Date:** Monday, 26 May 2025 1:14:57 PM

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**Records Snowy Monaro**

Direct 1300 345 345

**From:**  
**Sent:** Monday, 26 May 2025 1:03 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** [REDACTED]

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Sub 29.pdf

Dear Stephen,

### **SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline –12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Micalago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards

[REDACTED]  
[REDACTED]

Sub 29.pdf

Sub 30.pdf

**Ashleigh Prowse**

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**From:** Stephen Dunshea  
**Sent:** Monday, 26 May 2025 10:52 AM  
**To:** Ashleigh Prowse  
**Subject:** FW: SMRC Operational Plan 2025-26 - Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Stephen Dunshea**  
Chief Executive Officer  
Direct (02) 6451 1692

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Sunday, 25 May 2025 9:44 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 - Sealing of Micalago Road

To Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Mr Dunshea,

SMRC Operational Plan 2025-26 - Sealing of Micalago Road

I am writing to request that priority be given to the upgrading and sealing of Micalago Road and to ensure that the sealing of Micalago Road is included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

As a resident of Micalago Road for the past 2 years we have had to navigate this terrible road multiple times a day. We live [REDACTED] from the highway and that [REDACTED] horrendous corrugations and potholes every day is taking a significant toll on our vehicles with multiple flat tyres and damaged wheels.

The current condition of the road presents serious safety concerns and has a direct impact not only on those who live along Micalago Road, but also to the wider Michelago community. The unsealed road contributes to increased dust, road degradation, and higher maintenance cost in the long term, not to mention its influence on traffic volume through the village.

The existing schedule of grading every two years has recently been proven to be woefully inadequate given that it was graded late last year, and an "asset inspection" early this year indicated that it required grading again, less than 6 months since the last grading.

Micalago Road and Karinya Plains Road have over 56 houses with many properties having multiple vehicles per family making Micalago Road the busiest unsealed road in the Michelago region and quite possibly the busiest in the Snowy Monaro region.

The recent Karinya Plains subdivision has necessitated construction of internal roads leading to more heavy construction vehicles using and damaging Micalago Road and there are more development proposals in the pipeline, which will only increase the traffic on Micalago Road and further compound the problem.

Sealing Micalago Road is the only viable solution.

Sub 30.pdf  
Could you please ensure that the Snowy Monaro Regional Council's Operational Plan for 2025-26 is urgently amended to include the upgrading and Sealing of Micalago Road.

Yours sincerely,

A black rectangular redaction box covering the signature of the sender.

Michelago NSW. 2620



Sub 31.pdf

  
MICHELAGO NSW 2620

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Via email:

[stephen.dunshea@snowymonaro.nsw.gov.au](mailto:stephen.dunshea@snowymonaro.nsw.gov.au)  
[council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)  
[SMRCCouncillors@snowymonaro.nsw.gov.au](mailto:SMRCCouncillors@snowymonaro.nsw.gov.au)  
[mrca@michelagoregion.org.au](mailto:mrca@michelagoregion.org.au)

Dear Mr Dunshea,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I write to request the upgrading and sealing of Micalago Road as an urgent matter of community safety.

Due to the increase in vehicular traffic and subsequent deterioration of the road's surface, the sealing of Micalago Road must be included in the SMRC Operational Plan for 2025-26.

When my family first moved to Michelago 25 years ago, this was a quiet country road with little traffic. Since then, Micalago Road and (the feeder) Karinya Plains Road now host close to 60 property developments. And this does not include the dozen or so more in the pipeline.

Unlike the old days, nearly everyone who lives here now commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago area, and most likely, one of the heaviest traffic routes in the whole Snowy Monaro region (apart from the Monaro Highway). As a local resident, I have grave concerns for safety, particularly during bad weather when many vehicles are towing horse floats or trailers on the loose gravel surface.

You would no doubt also be aware of community concerns about the number of trucks using and wearing out the unmade surface of this thoroughfare.

While we all welcome news that Micalago Road is to be graded again, the existing two-year schedule has proved inadequate for this busy route.

Sealing this road is the only viable solution – and a safety imperative.

I understand the pressure of service demands on a rural Council such as Snowy Monaro, but these works could be undertaken in segments, starting with the section from the Monaro Highway to the railway bridge.

I look forward to Council's considered deliberation and action on this important issue and have copied SMRC Councillors and the Michelago Regional Community Association into this letter.

Yours sincerely

[sent electronically]



Sub 32.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Monday, 26 May 2025 3:26 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

---

**Email**

[REDACTED]

---

**Please provide your feedback on the revised 2022-2026 Delivery Program**

P 39 "Nature Reserves will be monitored with maintenance occurring as part of the reactive program."  
Could regular check be done on the condition of walking tracks on Reserves? The soils in Cooma are easily eroded and create slippery surfaces often with deep ruts down to bedrock. Outlet drains have been cut in some areas but are quickly silted up. This would help keep "open space and recreation areas...safe for our community."

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Sub 33.pdf

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**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Monday, 26 May 2025 4:17 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

---

**Email**

[REDACTED]

---

**Please provide your feedback on the draft Fees and Charges**

People are struggling to pay their daily and weekly living expenses.. raising rates at this time, just so council employees can be retained and enjoy their high salaries is not a good idea. Just last week, I went out to dinner with [REDACTED] in a restaurant in the main street of Cooma.. and between 6.30pm and 7.30pm [REDACTED] and I were THE ONLY CUSTOMERS in that main-street restaurant. a 10%+ rate-rise is going to put people over the edge of where they may have to choose between buying food or going without... and there is simply no way this council can demonstrate any value for money in the spending of the rates already collected now. This council wastes money on a grand scale, and is not making good decisions. Certainly this council spends more on staff 'wages' than it collects in rates.. and nobody anywhere is happy. We must NOT raise the rates, and we MUST learn to live better within our means.

---

**Please provide your feedback on the 2025-2026 Operational Plan**

The councillors were not really given a say on this agenda. This is purely the operational plan that the staff want.. and it is being delivered fait-accomplish to the councillors and the community. We heard clearly from the Community that the community wants the mobile library truck put back on the road, and yet, at the final opportunity, the Deputy Mayor proposed this council spend more money on consultants to do the work that the council staff ARE ALREADY PAID TO DO BUT DO NOT DO.!

---

**Please provide your feedback on the revised 2022-2026 Delivery Program**

The councillors were not really given a say on this agenda. This is purely the operational plan that the staff want.. and it is being delivered fait-accomplish to the councillors and the community. We heard clearly from

Sub 33.pdf

the Community that the community wants the mobile library truck put back on the road, and yet, at the final opportunity, the Deputy Mayor proposed this council spend more money on consultants to do the work that the council staff ARE ALREADY PAID TO DO BUT DO NOT DO.!

---

**Please provide your feedback on the draft Long Term Financial Plan 2023-2033**

The councillors were not really given a say on this agenda. This is purely the operational plan that the staff want.. and it is being delivered fait-accompli to the councillors and the community. We heard clearly from the Community that the community wants the mobile library truck put back on the road, and yet, at the final opportunity, the Deputy Mayor proposed this council spend more money on consultants to do the work that the council staff ARE ALREADY PAID TO DO BUT DO NOT DO.!. The pathway to sustainability determined by the staff is simply to RAISE RATES... nobody ever suggests better service delivery, more efficient service delivery, or council doing less of the poor job and more of good jobs. we have a zero tolerance to criticism of the council.. yet complete tolerance to poor outcomes, lies, and obfuscation.

---

**Please provide your feedback on the draft Revenue Policy 2025-2026**

Relying on a severely taxed people to pay more tax is the very definition of a ponzi scheme. Councils are a Ponzi scheme.. and it will soon all come crashing down when more people stop paying their rates, fees and charges and the courts become un able to enforce unpaid rates upon a people with no money. We must end the agenda of endless taxation and support people top be productive.. The community has long called out for better quality councillors.. maybe we need to stop paying peanuts for this job.

---

**Please provide any additional feedback here**

This council is broken. This council is run by liars. This council has an incredibly poor reputation in the wider community, snd the staff are often embarrassed to acknowledge who they work for.. to the extent that many cover their uniforms or take their shirts off when out in public so not to be identified wearing the [REDACTED]-[REDACTED] supplied workwear. Why does the [REDACTED] get to keep supplying this council? Certain councillors should spend less time writing up Code-of Conduct complaints and more time paying attention to their actual job. Conflict of Interest isn't it... but hey... Corruption is rewarded on the Monaro.

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Sub 34.pdf

**Ashleigh Prowse**

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**From:** Stephen Dunshea  
**Sent:** Monday, 26 May 2025 5:35 PM  
**To:** Ashleigh Prowse  
**Subject:** FW: SRMC Operational Plan 2025-26 Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Stephen Dunshea**  
Chief Executive Officer  
Direct (02) 6451 1692

---

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 5:25 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; [REDACTED]  
**Subject:** SRMC Operational Plan 2025-26 Sealing of Micalago Road

Dear Stephen and Councillors,

I am writing to urgently request that the upgrading and sealing of Micalago Road, Michelago be included in the Snowy Monaro Regional Council's Operational Plan 2025-26.

My family has lived on the road since 2014 and have personally witnessed the increasing development and subdivision along the road over the past eleven (11) years. With this growth comes a significant increase in traffic flow, to which the current condition of the road cannot sustain. Further subdivisions are in progress which will only exacerbate the issue.

This increased traffic flow is made up of a large variety of vehicles: large earthmoving floats transporting in dozers, graders, excavators and water tankers working on new subdivisions, numerous types of heavy combination tippers either bringing materials in or out of the subdivision works. In addition, there is the workforce associated with these works. Once completed you then have all of the construction deliveries and trades associated with the establishment of new residential dwellings that are built on these subdivisions.

And then there is the normal traffic flow associated with each residence, occupants, visitors and then services such as water and gas deliveries, some have grocery deliveries, parcel deliveries and other services that are required.

I haven't even mentioned yet the large scale traffic flow of heavy articulated tipper combinations for the questionable quarry that is being operated on Micalago Road?

Sub 34.pdf

The terrible condition of the road has also impacted my family financially with damage to our vehicles from the atrocious conditions, especially tyres where sharp pieces of rocks and stones have actually perforated the tyres to a point where they are unrepairable. I would need several hands to count the number of tyres we have had to replace over the past 11 years.

I would further like to express my deep concerns about the continually deteriorating condition of the road from an emergency response perspective. During a recent medical episode experienced at my residence requiring an ambulance attendance, the paramedics commented on the 'dreadful condition' of the road and how they had to slow down to a 'walking pace' to navigate the ruts and potholes. As a first responder myself I fully understand and appreciate the difficulties and associated risks in navigating this road in an emergency response vehicle during an incident call.

The current road grading schedule of every two years is clearly inadequate. The comments made by the paramedics are stark evidence that the current maintenance routine is failing to meet community needs and expectations. I urge you and the council to revise this schedule urgently, and to prioritise the need for a permanent, long-term solution, to fully seal the road.

My concerns are not isolated, as any resident or person that has to use Micalago Road will tell you. Delivery drivers frequently refuse to use the road to make deliveries stating it is too dangerous and hard on their vehicles, and sometimes become hostile when we try to pursue the issue as we have paid a delivery fee. We often have to make alternative arrangements to go into Canberra/Hume to pick up deliveries from depots, or drivers drop off deliveries at the local general store, still necessitating us to drive into the village to pick up our deliveries from the store.

Driver behaviour is also being negatively impacted. I've witnessed drivers travelling at excessive speeds in an attempt to 'smooth out' the ruts, a trend that creates an even greater risk of accidents.

The condition of Micalago Road is now a serious safety issue, not just an inconvenience. With further subdivisions currently underway or in the pipeline, it will only become worse with further increased in vehicle traffic, both during construction and residency phases. Micalago Road continues to be the main part of Michelago which is conducive to the expansion of our town and needs to have appropriate infrastructure (including a sealed road) done as a priority. The Council has a duty of care to the residents and users of the road. The council continues to approve subdivisions, and not only receives the fees from these developments, but also charges a 'road improvement' levy to each developer as part of their development costs, and yet there does not appear to be any improvements to the road. On the contrary, it is getting worse. Maintenance grading has now been reduced to every two years despite the increased traffic flow. This appears inconsistent with advice received from our local Councillor Tanya Higgons who advised me that Micalago Road has been identified as a priority road. I implore Council to prioritise the sealing of this road and to include these works and any necessary infrastructure upgrades as part of the 2025-26 Operational Plan.

Thank you for your time and consideration. I would welcome the opportunity to speak further on this matter and can provide additional information and photos if required.

[REDACTED]

Sub 35.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 7:54 AM  
**To:** Corporate Planning  
**Subject:** FW: Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 4:57 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Micalago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The degradation of Micalago road, as well as the dust and debris from other vehicles has not only damaged our vehicles but has made it impossible to drive on the road or tow livestock safely. Let alone the damage it has contributed to the vehicles of friends and families. Furthermore, packages not being delivered due to the state of the road and the degradation of the road after heavy rain has not only caused safety issues driving on the road, but has caused my truck and trailer to become bogged multiple times causing traffic build up late in the evening and requiring the assistance of a neighbour to pull our vehicles out with a tractor.

Sub 35.pdf

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road.  
Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

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Sub 36.pdf

**Ashleigh Prowse**

---

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 26 May 2025 4:22 PM  
**To:** Corporate Planning  
**Subject:** FW: Sealing of Micalago Road, ambulance non attendance, fence damaged due to vehicle loss of traction.

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 4:19 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>  
**Subject:** Sealing of Micalago Road, ambulance non attendance, fence damaged due to vehicle loss of traction.

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Micalago region, and most likely, one of the busiest unsealed roads in the whole Snowy Monaro region.

Sub 36.pdf

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road:

- Between 2001 and 2024, my letterbox had to be replaced and fence repaired more than 10 times due to people going sideways on the bend at [REDACTED] due to corrugation and loss of traction going around the bend.
- In 2015, an ambulance could not transport my husband to the hospital due to the state of the road, we had to have him transported by helicopter.
- In the 2019/20 fires, the locals had to grade the road so the fire trucks could get to the fires behind us.
- In 2020, I had to rent in Canberra for 6 months due to the corrugation being so bad it caused too much pain for my body during my chemo/radiation treatments.
- In 2021, I had to remain in the hospital for 4.5 weeks after major APR surgery and then a further 2 months at my sisters as the specialist could not give approval for me to travel on the road due to the state of it being too high risk for my surgery.
- The ongoing upkeep of my vehicle being rattled to pieces is not affordable, the road is damaging our vehicles, the only commute to a hospital when the ambulance wont access our roads.

The traffic on the road has doubled since this time. Sealing this road is the only viable solution.

Regards,

[REDACTED]

[REDACTED]

Sub 37.pdf

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 4:25 PM  
**To:** Corporate Planning  
**Subject:** Draft Integrated planning and reporting documents and 2025/2026 Budget

Dear Snowy Council

Re the above I am requesting that Micalago Rd Michelago be sealed as soon as possible, please include it in the 2025/2026 budget.

Even though it was so recently graded (days ago) after the rain the road became awfully slippery and now that it has dried out the pre-existing pot holes and corrugations that were not completely fixed with the grading have already started to appear again. This is very stressful given that it may be a long time again until it can be graded. I recently attended a horse riding event at a property along Micalago Rd (Plus I drive on it regularly being a resident of Michelago) and a fellow rider had both her rear horse float doors jiggled open on the journey from the 3 kms of corrugations!! This is just a tiny example of how appalling the road is when it degrades. Unless council is planning to grade it every 3 months for the term of its natural life then sealing it is the only option to allow it to be consistently safe and actually driveable on.

Please remember this road must at all times be maintained to a safe and useable condition to allow emergency vehicles such as ambulances and water trucks, veterinarians etc to travel on. This has not been the case recently.

Warmest regards

[REDACTED]

Sub 38.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 7:55 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 6:05 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

My name is [REDACTED] and I live on Micalago Road, I'm just a kid, but I wanted to tell you why I think our dirt road should be sealed.

Every time a car drives past our house, it makes a big cloud of dust. That dust gets in our eyes, our noses and all over our livestock.

When it rains the road turns really muddy and full of big holes and when it's dry it's so bumpy that my bike almost falls over just riding down the road.

My parents always say how much they spend fixing the car because of all the bumps and stones. I think if the road was sealed, it would be safer, cleaner, and quieter for everyone. Thank you for listening. I hope you can help make our road better.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Sub 39.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 7:55 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 6:07 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Dear Stephen

**RE: SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

Although I am not a resident of Michelago, I do regularly visit my family who live on this road. I have experienced the rapid deterioration of the road, partly due to the increase in traffic. I am concerned for my family's safety as they use this road on numerous occasions each week. The road is potholed, corrugated, and slippery in wet conditions; I am fearful there will be an accident. My family, who live on the road, are in their senior years, which also raises the potential issue of the requirement of an ambulance should the worst happen. I am not confident that an emergency vehicle would be able to navigate swiftly along this road. In addition, both my car and theirs are subject to the terrible condition of the road. Therefore, it is only a matter of time before there will be significant damage to the vehicles of those who use the road, which cannot be a cost-effective approach if subsequent repair claims are directed to the council.

Sub 39.pdf

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

I do hope you will seriously consider the community's request to seal Micalago Road with immediate effect.

Yours sincerely,

A solid black rectangular box used to redact a signature.

Sub 40.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 7:55 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 6:11 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Fwd: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I live on Micalago road with my family and would like council to acknowledge the following benefits sealing Micalago Rd would have:

**1. Reduced Maintenance Costs**

- Dirt roads require frequent grading and re-graveling due to erosion, potholes, and washboarding.
- A sealed surface significantly reduces these ongoing maintenance needs.

**2. Improved Driving Conditions**

- Sealed roads provide smoother, safer, and more comfortable driving surfaces.
- Better traction in both dry and wet conditions reduces the risk of accidents.

**3. Dust Suppression**

Sub 40.pdf

- Dust from unsealed roads can be a major nuisance and health hazard, especially near residential areas.
- Sealing eliminates or drastically reduces airborne dust.

#### **4. Weather Resistance**

- Dirt roads degrade quickly in wet weather, leading to mud, rutting, and impassable sections.
- Sealed roads are far more resilient to rain and other weather extremes.

#### **5. Environmental Protection**

- Runoff from dirt roads can carry sediment and pollutants into nearby waterways.
- Sealing helps control erosion and sediment transport.

#### **6. Economic Development**

- Reliable road access can boost local economies, particularly in rural or developing areas.
- Improved roads support tourism, agriculture, and transport logistics.

#### **7. Increased Property Values**

- Properties along sealed roads often have higher values due to improved access and aesthetics.

#### **8. Better Emergency Access**

- Emergency vehicles (ambulances, fire trucks) can respond faster and more safely on sealed roads.

#### **9. Noise Reduction**

- Unsealed roads can create noise from loose gravel and vehicle vibration; sealing reduces this significantly.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards

[REDACTED]



Sub 41.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 7:55 AM  
**To:** Corporate Planning  
**Subject:** FW: Operational Plan 2025-25 - Sealing Micalago Rd

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 6:19 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Operational Plan 2025-25 - Sealing Micalago Rd

Hi Stephen,

Please see below a letter from [REDACTED] Michelago, about including the sealing of Micalago Road in next year's Operational Plan.  
[REDACTED] will be posting a signed copy to you.

Regards,

[REDACTED]  
[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 3:44 PM  
**To:** [REDACTED]  
**Subject:** [REDACTED] letter to print and post to: Stephen Dunshea CEO, SMRC, PO Box 714, NSW 2630

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

Sub 41.pdf

I am a farmer with property along Micalago Road. I run sheep and cattle and must regularly drive along the boundaries to check the fences. The condition of that road means driving along it is an absolute nightmare. It's hard on my ute and it's hard on me.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I know there's not the money yet to seal all of Micalago Road but I wish you could soon find it somewhere. I know people are saying that the sealing could be undertaken in segments, starting with the section from the Monaro Highway to the railway bridge, but the whole road needs sealing.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Please pass this letter on to all councillors.

Yours sincerely



Michelago

Sub 42.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 7:55 AM  
**To:** Corporate Planning  
**Subject:** FW: The bitumen sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 7:44 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** The bitumen sealing of Micalago Road

Stephen Dunshea 23<sup>rd</sup> May 2025  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,  
SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago.

I am writing to urgently request that the upgrading and sealing of Micalago Road, Michelago, be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026.

My family has lives on Karinya Plains Road and have witnessed the increasing development and subdivision traffic along Micalago Road. With this growth has come a significant rise in traffic a

Sub 42.pdf

level the current road condition simply cannot sustain. Further subdivisions are already in the pipeline, which will only exacerbate the issue.

I would like to express my deep concern about the condition of the road near my property, which played a significant role in 4 tyre punctures over the last 8 months.

The restrictions on emergency vehicles travelling on this road is of deep concern as is the speed of an evacuation if necessary.

This delay during a medical emergency is simply unacceptable.

The current road grading schedule of every two years is clearly inadequate and is failing to meet community needs. I urge you to review and revise this schedule urgently.

No one should have to endure the added trauma of delayed medical attention because of preventable infrastructure failures.

Several essential services, delivery trucks etc have expressed their concern with some refusing to travel on Micalago Road.

The recent grading of the road - though much appreciated- has been within a week broken down in areas with ridges quickly reappearing and stretches of mud that is dangerously slippery - even in a 4wd.

This is not an isolated concern.  
Members of my family are reluctant to visit, fearing the road will damage their vehicles.

Driver behaviour is also being negatively impacted. I've witnessed drivers travelling at dangerously high speeds in an attempt to "smooth out" the bumps a trend that creates an even greater risk of accidents.

The condition of Micalago Road is now a serious safety issue, not just an inconvenience. I implore Council to prioritise the sealing of this road and to

Sub 42.pdf

include it as a necessary infrastructure upgrade in the 2025–26 Operational Plan.

Thank you for your time and consideration. I would welcome the opportunity to speak further on this matter and can provide additional information.

Kind regards

A black rectangular redaction box covering the signature of the sender.

Sent from my iPhone

Sub 43.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 7:56 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025–26 – Sealing of Micalago Road  
**Attachments:** 20250407\_174054.jpg; 20250407\_174018.jpg

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 8:21 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025–26 – Sealing of Micalago Road

**Stephen Dunshea**  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Mr Dunshea,

I am writing to urgently request the inclusion of Micalago Road in the Snowy Monaro Regional Council's 2025–26 Operational Plan for sealing works.

The current condition of Micalago Road has become not only inconvenient but damaging and unsafe. The road's surface deteriorates rapidly between infrequent gradings, and the resulting corrugations and potholes are causing serious vehicle damage. In my case, the repeated impacts from driving on the road multiple times each day have caused severe structural damage to my vehicle's tub. The tub brackets have broken and cracked through the metal, leaving holes—damage that is directly attributable to the state of the road.


Micalago Road and Karinya Plains Road, services 56 existing homes and is seeing continued growth, with around 12 or more development proposals which will expect dwellings in the near future. This makes it the busiest unsealed road in the Michelago area, and likely one of the busiest across the entire Snowy Monaro region.

The current maintenance regime—grading approximately once every two years—is grossly inadequate. The only sustainable, long-term solution is to seal Micalago Road.

Sub 43.pdf

We urge Council to prioritise the safety and infrastructure needs of this growing community by sealing Micalago Road without further delay.

Sincerely,

 Michelago NSW

Sent from my Galaxy









Sub 44.pdf

**Ashleigh Prowse**

---

**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 7:56 AM  
**To:** Corporate Planning  
**Subject:** FW: Micalago Road, Michelago

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Monday, 26 May 2025 10:04 PM  
**To:** stephen.dunshea@snowymonaro.nsw.gov  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>;  
SMRCCouncillors@snowymonaro.nsw  
**Subject:** Micalago Road, Michelago

Dear Councilors, I am writing to request the upgrading and sealing of Micalago Road.  
We are an active family of three occupants, My car is rattling to bits due to the bad road surface. My son's tools in the back of his work van are found out of their secure boxes when he arrives home from work.  
My 80 year old mother in law would literally cry and say "why do you live out here"! while she holds her neck or wears a neck brace due to her frailty and the mess the road is in. We have had plumbers and electricians who come to do work who say "This road is SHIT" as they sort out the back of their work cars. My brother visits from SA in his early model car and is not impressed. The roads in SA are better than this he says and that's saying something.  
Thank you. [REDACTED] May-2025.

Sub 45.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 9:48 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025–26 – Sealing of Micalago Road  
**Attachments:** 1000028991.jpg; 1000028992.jpg

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 9:41 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025–26 – Sealing of Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Mr Dunshea,

I am writing to urgently request the inclusion of Micalago Road in the Snowy Monaro Regional Council's 2025–26 Operational Plan for sealing works.

The current condition of Micalago Road has become not only inconvenient but damaging and unsafe. The road's surface deteriorates rapidly between infrequent gradings, and the resulting corrugations and potholes are causing serious vehicle damage. In my case, the repeated impacts from driving on the road multiple times each day have caused severe structural damage to my vehicle's tub. The tub brackets have broken and cracked through the metal, leaving holes—damage that is directly attributable to the state of the road.

Micalago Road and Karinya Plains Road, services 56 existing homes and is seeing continued growth, with around 12 or more development proposals which will expect dwellings in the near future. This makes it the busiest unsealed road in the Michelago area, and likely one of the busiest across the entire Snowy Monaro region.

The current maintenance regime—grading approximately once every two years—is grossly inadequate. The only sustainable, long-term solution is to seal Micalago Road.

We urge Council to prioritise the safety and infrastructure needs of this growing community by sealing Micalago Road without further delay.

Sub 45.pdf









Sub 46.pdf

Dear Councillors  
Stephen Dunshea  
Chris Hanna  
John Rooney  
Tanya Higgins

27/5/2025

In regard to the Snowy Monaro Regional Councils Operational Plan 2025-2026.  
As a resident of Michelago I believe the sealing of Micalago Road should be included.  
This road is an accident waiting to happen.  
The grading schedule is grossly inadequate.  
Traffic and growth are exploding, with continuous sub division approvals.  
It presently has around 60 Residential Homes with more development underway.  
A lot of heavy transport now uses this road.  
It drains poorly, corrugates immediately after grading, potholes soon after.  
Inexperienced drivers will shunt you into the loose verge because they are scared to shift  
from road centre.....I don't blame them.  
The verge drains are very severe in places, if you were forced into one, you could roll a  
vehicle.  
Both of our vehicles have suffered broken major suspension items on this road.  
I feel this request is justified and should be included in the above plan.  
Regards:  
Resident: [REDACTED]

Sub 47.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 10:28 AM  
**To:** Corporate Planning  
**Subject:** FW: Sealing Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 9:58 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** Sealing Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I am a local resident who frequently uses Micalago Road to access the village and visit friends and ride my bicycle. Over the past five years, I have observed a significant deterioration in the condition of this road. Currently, the road surface is often in poor condition, with numerous potholes, uneven sections, and inadequate drainage. These issues not only make travel uncomfortable but also pose a serious risk to road users.

Given the importance of this route for local residents and visitors alike, I urge council to consider a long-term upgrade solution. Regular upkeep and resurfacing would greatly improve road safety and reduce ongoing repair costs for both council and road users.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards  
[REDACTED]

Sub 48.pdf

### Ashleigh Prowse

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 12:16 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 Sealing of Micalago Road, Michelago, NSW

### Records Snowy Monaro

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 12:14 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 Sealing of Micalago Road, Michelago, NSW

I am writing to add my support to the residents of Micalago Road in their attempts to get the road properly sealed. Whilst I do not live on Michelago Road, I have driven along it many times. My daughter, son-in-law and grandchildren live at number [REDACTED] and have done since 2022.

The increased traffic flow including new residents, construction traffic, delivery vehicles, water and septic trucks, meter readers, emergency vehicles etc has caused the road to fall into disrepair and become unsafe. Each time I use this road the deterioration is more and more apparent.

On a personal level, my elderly parents lived on a property south of Yass. The access road to their property, which was previously part of the old Hume Highway, and a public road, was the responsibility of local council to keep in reasonable condition. This rarely happened, and caused undue upset when we needed to get an ambulance to the property. For an ambulance to travel in an emergency along Micalago Road, in its present condition, could cost someone their life.

I am well aware that these country roads are put in the 'too hard' or 'too expensive' basket, and it is wrong. Rural residents pay their taxes just like suburban residents (probably more) and they are entitled to have a safe road on which to travel. Large potholes, deep corrugations and areas subject to flood events are quite simply not good enough.



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Micalago Road is no longer fit for purpose, in its current state and urgent consideration for sealing is the only option.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]

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**Ashleigh Prowse**

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**From:** Stephen Dunshea  
**Sent:** Tuesday, 27 May 2025 1:48 PM  
**To:** Ashleigh Prowse  
**Subject:** FW: SMRC Operational Plan 2025–26 – Urgent Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Stephen Dunshea**  
Chief Executive Officer  
Direct (02) 6451 1692

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 1:46 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025–26 – Urgent Sealing of Micalago Road

Dear Stephen,

I am writing to express my strong support for the urgent upgrading and sealing of Micalago Road, Michelago, and to request that it be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026.

Micalago Road is the sole access for Karinya Plains Road, where my family has lived for over 30 years. Alongside my family's long-term residence, my partner has lived in the area for over 15 years. Together, we've watched the road steadily deteriorate while traffic has increased dramatically due to ongoing development and subdivisions, placing even more strain on a road that is no longer fit for purpose.

The condition of Micalago Road has been a long-standing issue. I remember my father getting bogged trying to get home, back in the day, an experience that highlights just how challenging this road has always been. Over time, the road has only worsened, causing frequent vehicle damage and hazardous driving conditions, especially after rain. The wear and tear on vehicles is a constant expense for residents, exacerbated by the road's slippery clay surface when wet.

But even in dry conditions, the road remains dangerous, vehicles regularly skip and bounce over deep potholes and severe corrugations, making steering unpredictable and braking less effective. It's not just uncomfortable, it's unsafe. The reality is, this road is only suitable for 4WDs. Owning a regular car, let alone something newer or more refined, is impractical out here. It's disappointing to feel limited in what kind of vehicle we can responsibly own, just because our road hasn't been brought up to a basic standard.

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As [REDACTED] and [REDACTED] of the local fire brigade, I have experienced firsthand the challenges of using Micalago Road during both emergency responses and routine training. During the major bushfires of 2019–20, our brigade was forced to organise road grading ourselves, as it had become a serious hazard for fire trucks and personnel. This situation was nothing short of a disgrace, and it underscores just how critical this road's condition is for public safety.

Emergency services have struggled to reach residents safely. I recall a distressing incident when my mother needed an ambulance, the journey was slow and dangerous due to the road's poor condition, causing delays that could have had serious consequences. It's moments like these that highlight the urgent need for a road that can be relied on, not just in emergencies, but for safe, daily access as well.

Delivery providers, including Woolworths, regularly comment on the poor state of the road. I'm concerned that if this continues, we risk losing essential services that many residents rely on. Even now, family and friends hesitate to visit, worried about damaging their vehicles.

The road maintenance currently undertaken offers only short-term relief. The most recent grading lasted mere days before the road deteriorated again. It's clear these stopgap measures are ineffective. What is needed is a properly sealed road built to withstand increasing traffic and the heavy vehicles servicing new developments and quarry operations (which remain a separate and unresolved concern for many residents). We need a solution that will stand the test of time, not another temporary fix.

As long-term residents and ratepayers, we deserve infrastructure that meets basic standards of safety, durability, and reliability. The time has come to act decisively.

I urge Council to prioritise the full sealing of Micalago Road in the 2025–26 Operational Plan. Our community has waited far too long for this essential upgrade.

Thank you for your consideration.

Kind Regards

[REDACTED]

[REDACTED], Michelago

Ù à í € à-

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 6:58 AM  
**To:** Stephen Dunshea  
**Cc:** smrccouncilots@snowymonaro.nsw.gov.au  
**Subject:** Micalago Road Michelago

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

As I live on Micalago Road I am writing to request the upgrading and sealing of Micalago Road. Over the past few years I have spent thousands of dollars on my 4WD's suspension and considering I am an older person who does not go 4 wheel driving I can only blame the damage to my vehicle on the condition of Micalago, which I travel on daily to go to work.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

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### Ashleigh Prowse

**From:** [REDACTED]  
**Sent:** Wednesday, 21 May 2025 11:12 AM  
**To:** Matthew Gibbs; Tony Lickiss; SMRC Councillors  
**Cc:** Records Snowy Monaro Regional Council  
**Subject:** Draft Operational Plan 2025-2026 - Micalago Road comments

Dear Snowy Monaro Regional Council and Councillors

Firstly, we would like to express our appreciation for the much-needed recent grading of Micalago Road. We are residents on this road and have been struggling with its rapid deterioration for some months now. Although this has fixed the road for the present, it will be reduced to massive potholes and jaw breaking corrugations again very quickly.

We would like to raise several issues that we believe Snowy Monaro Regional Council (SMRC) need to consider and implement:

Sealing the road:

- Originally, when the bridge over the Booroomba Creek joining Ryrie Street to Micalago Road was proposed and planned, the stretch of road between the Monaro Highway to the new bridge was to be sealed. This never happened. So, the funding amount for that work, which was approved, seems to have been subsumed by the SMRC and presumably used elsewhere. Why didn't this happen and where are the funds?

Future funding allocation and plans:

- Draft Operational Plan 2025-2026. The current road grading plan for future years is insufficient. To grade Micalago Road only every 2 years will be a disaster and potentially, our road will become impassable. The SMRC should be, at the very least, reinstating the sealing of the first section between the Monaro Highway and the bridge. This needs to be included in the Business Unit: Infrastructure – Roads as a line item in the Service Program/Action Planned table, page 75 in the draft Operational Plan 2025-26.
- Future funding allocation and plans beyond 2025-2026. Our road needs to be sealed further than the bridge. We understand that this work needs to be done in stages to spread the costs so, we suggest this could be done as follows: 2026-27 from the bridge to Horseshoe Lane junction, 2027-2028 from Horseshoe Lane to Karinya Plains Road and 2028-2029 from Karinya Plains and beyond.

The SMRC need to understand the needs and impacts of **NOT** sealing this road:

- Increase of traffic. We are aware a traffic count was undertaken prior to the bridge work and will provide the evidence of the number of vehicles using this road. The vehicles numbers will only increase with new developments which are occurring on our road. Residents' vehicles, service vehicles and builder's vehicles will greatly increase the volume using our road. Somehow it appears the SMRC, when approving new developments are ignoring the infrastructure requirements to support the increase in traffic.
- Impact on Michelago Village. As a consequence of the nearly impassable section of Micalago Road from the Monaro Highway to the bridge, many residents and delivery drivers are transiting through the village to get to Micalago Road now that the Booroomba Creek bridge is in place. This has had the effect of increasing the traffic through the village and, more importantly, past the school. This was never the intention when the bridge was built, but is now seen as a much-

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preferred shortcut to avoid the potholes and corrugations of our road. Sealing of this section of the road, we think would rebalance the traffic flow.

- Safety:
  - Vehicles are traveling either too fast or too slow to try and counteract the corrugations, it is only a matter of time before there is an accident
  - Services. We have been in many conversations with our neighbours who have been told by essential service delivery drivers that they are advising their employers that they should remove our road from their delivery area due to the state of the road. This is not acceptable for us, we need these services and although this is out of the SMRC's hands to influence companies who supply our services, it is within your hands to seal our road!
  - Sunlight, particularly through the poplars at the first section of the road disguise the potholes making it very difficult to navigate through this area. Now, we know the SMRC cannot control the sun nor do we wish for the poplars to be removed but sealing this section would be the obvious solution to this problem.
  - Ambulance access. If anyone requires an ambulance on our road it would not be a quick nor comfortable nor a safe drive for the ambulance crew or the patient.
  - Elderly or residents with physical health issues. Needless to say, this is not a suitable surface to drive along if you are elderly or have physical health issues, it is a painful experience.
  - We have heard some people are even considering moving away from our community and their friends, because the state of the road is a very significant factor in our quality of life!
  - Vehicle damage. A very real issue if the road should revert to the terrible state we have recently experienced. In the long run this will cost council money if residents were to sustain damage and claim from you.
- Development and house prices. Again, anecdotally, we have heard that properties for sale along our road are losing potential sales because of the road. The road is deterring people from moving here or building, we understand the SMRC wants to expand Michelago which will, in time, improve the quality of life for all residents in our community, so the SMRC should be doing everything within its powers to provide safe and useable basic infrastructure to encourage new people to our area. Ensuring developers contribute to the overall costs of the road should be part of any sub-division/DA approval process. This has been muted on many occasions, but to the best of our knowledge not implemented.

Thank you for taking the time to read our email, we do hope you understand our issues and will implement our suggestions and recommendations.

Regards

[REDACTED]

[REDACTED], Michelago NSW 2620

Ú à í Çê â-

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 1:46 PM  
**To:** Corporate Planning  
**Cc:** Records Snowy Monaro Regional Council;  
smrccouncillors@snowy.monaro.nsw.gov.au  
**Subject:** Sealing of Micalago Rd Michelago in 2025/2026 Budget  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To Whom this may Concern,

I am writing to voice my concern over the current condition of Micalago Rd Michelago, and I am hoping to push for the sealing of Micalago Rd to be added to the 2025/26 budget.

As a learner driver who's only options is to learn on this back roads the condition of this road makes it very difficult to do so as I (and I'm sure many other young drivers) are trying to learn to drive safely and shouldn't have to worry about the condition of this Rd and feeling uneasy or unsafe due to the conditions.

Furthermore as a horse owner the conditions of this road makes it not ideal to tow a float along the road and causes many horses to be nervous and anxious. I have noticed that there are many horse properties whose access relies on this road and I am sure this is a concern for all parties. Not to mention the toll the condition the road would have on the horse float and the vehicle towing it as well as any other vehicles and machinery. Especially with a sub development being done on Karinya Plains Rd (my future residents) machinery and other vehicles will be using this road frequently and it is far from ideal.

Finally the poor condition of this road is leading to more vehicles travelling through the township leading to increased traffic, which around school times is clearly are large concern.

Thank you for taking your time to read this email and I hope that my (and many others concern) is taken seriously as the condition of this road is terrible and has many negative impacts on the community of Michelago

Sent from my iPhone

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 2:01 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025–26 – Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 1:59 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025–26 – Sealing of Micalago Road

Dear Stephen,

I am writing to urgently request that the upgrading and sealing of Micalago Road, Michelago, be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026.

My dad lives on Karinya Plains Road, and I am a frequent visitor, often travelling with my young children. Micalago Road has been part of my life for as long as I can remember. I grew up travelling this road and still know every bend, bump, and slippery patch. I vividly recall how dangerous it could be when wet, and sadly, much has not improved. In many ways, it has only gotten worse.

Now, as an adult with a young family, those concerns have deepened. The road is rough and unpredictable, with potholes and corrugations that make every trip uncomfortable, and genuinely unsafe, whether wet or dry. When wet, the surface becomes extremely slippery, while in dry conditions, the loose gravel and corrugations cause vehicles to lose traction. Driving this road with my children in the car, I worry about the risk of accidents, and I know my family shares those concerns.

The poor condition also causes considerable wear and tear on our vehicle, adding financial strain to something as simple as visiting my parents. I know many others share this experience. My dad, a long-serving member and [REDACTED] of the local fire brigade, has often spoken about how difficult and dangerous the road has been, not just for residents but also for emergency vehicles, especially during critical times such as the 2019–20 bushfires.



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It's hard to understand why, after so many years and concerns raised, there is still no permanent solution. My parents have paid rates for decades, yet like many along Micalago Road, have seen little infrastructure investment to match their contributions. With more homes being built and large vehicles frequently using the road for construction and services, this problem will only worsen.

I urge Council to prioritise the full sealing of Micalago Road in the 2025–26 Operational Plan. This upgrade is long overdue, and our families deserve safer, more reliable access to their homes and loved ones.

Thank you for your time and consideration.

Kind regards

[REDACTED]

Googong NSW

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### Ashleigh Prowse

**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 2:08 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025–26 – Urgent Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### Records Snowy Monaro

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 2:04 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025–26 – Urgent Sealing of Micalago Road

Dear Stephen,

I am writing to urgently request that the upgrading and sealing of Micalago Road, Michelago, be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026. My family's connection to this area spans over 40 years, with my Nan having lived on Micalago Road long before I became a resident of Karinya Plains Road in 2010. This long-standing relationship with the area makes the deteriorating condition of the road especially concerning to me.

Since moving here 15 years ago, I have witnessed the road's condition steadily worsen. It has become a serious safety concern, with frequent vehicle damage and hazards that affect all residents who rely exclusively on this route. The road is simply no longer fit for purpose.

We experience regular vehicle damage, delays, and more concerningly, serious safety risks. During and after rain, the clay sections of the road become incredibly slippery, turning even routine trips into potential hazards. But it's not just the wet weather that's dangerous, when the road is dry, it's riddled with potholes and deep corrugations that cause vehicles to bounce and lose traction. The surface is so rough that steering becomes unpredictable, especially at low speeds, and braking can be difficult.

The reality is that this road is only truly suitable for 4WD vehicles. Owning anything else, whether it's a standard car or something newer and more comfortable, just doesn't make sense out here. It's incredibly limiting and disappointing that poor road conditions are dictating the type of car a person can reasonably own.

The most confronting moment came when my mother-in-law required an ambulance. Not only was the trip out painfully slow and uncomfortable due to the rough surface, but the ambulance's approach was also

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severely delayed by the road conditions. Every minute matters in an emergency, and I shudder to think what could have happened had her condition been more critical. It was a frightening reminder of just how vulnerable we are out here.

We also receive Woolworths deliveries regularly, and their drivers frequently comment on the poor condition of the road. I worry it is only a matter of time before they refuse to deliver altogether. Losing this service would be a major blow to our community, as it provides essential convenience and support to many residents.

Visitors, especially those unfamiliar with the area, often hesitate or avoid coming out because of the poor road conditions. It usually falls on us residents to warn them in advance about the road's hazardous state. This should not be necessary, everyone should be able to travel here confidently and safely.

My sister and niece, who often visit us towing caravans, find the road extremely challenging to navigate. The rough surface, potholes, and corrugations make their trips stressful and uncomfortable, which diminishes what should be an enjoyable family visit.

The ongoing grading of the road isn't helping. Even after the most recent effort, just a few days ago, the road has already returned to its usual state, full of potholes, corrugations, and slippery sections. It's disappointing and feels like a waste of resources. My late father, an experienced grader driver on the Snowy Scheme who knew roads inside and out, always said the work being done here was nothing more than a surface skim. He was right, there's no structural correction, which is why the road never lasts.

As ratepayers, we contribute year after year yet receive none of the basic infrastructure standards, we reasonably expectation. Reliable and safe access to our homes is not a luxury, it's a necessity.

With increasing development, more residents, and a rise in essential service traffic, delivery vehicles, tradespeople, carers, water and septic trucks, the condition of Micalago Road will only worsen. It is absolutely vital that Council include the complete sealing of Micalago Road in the 2025–2026 Operational Plan, not as a staged project, but as a full and immediate upgrade.

If Council does proceed with this upgrade, it must be done properly, not just a thin, quick seal. With all the heavy trucks coming and going for the new builds and the quarry (which has been its own saga for this road), we need a long-term solution that will withstand heavy use. This cannot be a patch-up job; it must be a durable, well-engineered fix.

Thank you for your time and consideration. I would welcome the opportunity to discuss this further and sincerely hope to see this long-overdue work finally addressed.

Kind regards

[REDACTED]

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 2:26 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025–26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 2:13 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025–26 – Sealing of Micalago Road

Dear Stephen,

I am writing as a resident of Karinya Plains Road, Michelago, to strongly support the urgent upgrading and full sealing of Micalago Road in the Snowy Monaro Regional Council's 2025–2026 Operational Plan.

I have lived here for nearly five years now, alongside family members who have called this area home for decades. Like everyone on Karinya Plains Road, I rely solely on Micalago Road for access. Unfortunately, the state of the road has become more than just frustrating, it's unsafe, expensive to live with, and simply not up to standard for the number of people who rely on it every day.

Because of the road's condition, and the low-level crossing near our property that floods during heavy rain, I had no choice but to sell my previous car and buy a 4WD just to be able to come and go safely. It's disappointing that something as basic as getting to and from home depends on having a specific kind of vehicle. That shouldn't be the case.

When it's wet, the road turns to slippery clay and becomes hard to navigate without sliding around. But even when it's dry, it's rough and unpredictable. The potholes and corrugations make driving uncomfortable and can cause cars to lose grip, especially at lower speeds. It feels like no matter what the weather is doing, the road is always difficult and risky to drive.

It's not just a personal inconvenience; it affects everyone out here. Friends and family are hesitant to visit. Delivery drivers complain. And I've heard firsthand about how hard it's been for emergency vehicles to get through. We all do our best, but we shouldn't have to just "put up with it."

The road was recently graded, but as usual, that didn't last. Within days it was back to its usual state, full of potholes, corrugations, and loose surface. These quick fixes aren't working, and with more traffic and larger vehicles using the road all the time, the damage just keeps getting worse.

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I hope Council will finally take this seriously and commit to sealing Micalago Road properly, not a temporary or partial fix, but a long-term upgrade that gives everyone in this area safe and reliable access.

Thank you for your time and for listening to our community's concerns.

Kind regards

[REDACTED], Michelago

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 2:36 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago NSW 2620

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 1:35 PM  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago NSW 2620

Dear Stephen,

I am writing to request the upgrading and sealing of Micalago Road. I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The existing grading schedule of every two years, is proving to be totally inadequate for Micalago Road. In a matter of a few months after each maintenance grade, the deteriorating condition of the road becomes obvious to all who use Micalago Road.

**Potholes:** slowly become larger to the extent that evasive action is the only course of action to avoid vehicular damage. And with inclement weather, the number of potholes increases dramatically, to the point that it is not possible to 'keep left' without swerving across the entire width of the road to avoid aforementioned potholes.

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**Corrugations:** start as being mild, to becoming so severe that there is real risk of expensive damage to vehicles, at any speed. Prior to Micalago Road's most recent maintenance, even travelling at an average speed of 40km/h was teeth and bone shattering!

A driver of a company that transports potable water in the area said to me, that one time he delivered water to a property, and the road was so bad, that it caused \$5,000 in damage to the truck's suspension. Adding, that, in future, if the road is not maintained, the company will cease deliveries until the road is re-graded/maintained.

**Emergency vehicles:** By their nature, emergency vehicles do their best to travel as quickly and as safely as possible to their destination. However, I recently witnessed an ambulance travelling slowly and carefully along Micalago Road, because the existing condition of the road was woeful – hopefully they made it in time!

A road that is under-maintained also can affect property prices. Prior to buying in Michelago, we found a property to inspect, but found that the road to the property was far too rough (it was atrocious), so we turned around and didn't come back – we looked elsewhere. If we did that, then we are sure other people do the same.

The current maintenance schedule of 'every two years' is woefully inadequate, and results in a road that becomes inherently dangerous with each passing day between maintenance runs. Swerving to avoid deep potholes, running the gauntlet of corrugations which can last hundreds of metres, all combine to make Micalago Road dangerous for all who travel along it, and needlessly damages vehicles.

Sealing Micalago Road from the Monaro Highway to at least Karinya Plains Road, is the only viable long-term solution, that can address all of the above concerns raised.

Regards

[REDACTED]

[REDACTED],

Michelago NSW 2620

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 27 May 2025 3:32 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025–26 – Urgent Sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Ash,

Please add if not already.

Thanks,  
Merri

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 3:27 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025–26 – Urgent Sealing of Micalago Road

Dear Stephen,

I am writing to urgently request that the upgrading and sealing of Micalago Road, Michelago, be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026.

As a mum whose daughter and son-in-law live on Karinya Plains Road, and as a long-time visitor to the area, my family's connection here goes back over 40 years, as my own mother lived on Micalago Road long before I began regularly visiting my daughter. Over these years, I have become increasingly concerned about the worsening condition of Micalago Road and the risks it poses, particularly to older drivers like myself.

At 82 years of age, I find the road especially difficult to navigate. The surface is rough and uneven, with potholes and corrugations making the journey uncomfortable and, at times, challenging. When the road is wet, it becomes extremely slippery, which adds to my worries about driving safely. However, the dry conditions are also hazardous, with the uneven surface causing vehicles to skip and lose control over bumps and corrugations.

Every visit result in more wear and tear on my vehicle. As a pensioner, these extra expenses are difficult to manage and add unnecessary financial stress. What should be a pleasant trip to see my family has become



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something I now approach with caution, and that's simply not right. Family time is incredibly important to me, and it is upsetting that the condition of a public road influences whether I feel safe enough to visit.

My late husband was an experienced grader driver who often commented on the maintenance of Micalago Road. He regularly pointed out that grading was only ever a superficial skim and never addressed the deeper structural issues. This has been a long-standing problem, and I believe it is why the road's condition deteriorates so quickly after each grading.

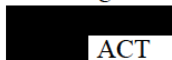
During the 2019–20 bushfires, my husband and I had to navigate Micalago Road in thick smoke and its already rough condition to come out and help rescue animals. It was an extremely frightening and challenging time, which highlighted just how critical it is to have a safe and reliable road.

I know Micalago Road has seen increased traffic and development over recent years, and I understand it will only become busier. While I appreciate that Council manages many roads, this one clearly needs urgent and proper attention. The current maintenance efforts are insufficient, the road deteriorates far too quickly, and temporary grading is no longer a viable solution.

I respectfully urge Council to include the full sealing of Micalago Road in the 2025–26 Operational Plan. Residents and their families, across all generations, deserve a safe and reliable road to use without fear or hesitation.

Thank you for taking the time to consider my concerns.

Kind Regards

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Wednesday, 28 May 2025 8:02 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 - Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 4:43 PM  
**To:** stephen.dunshae@snowymonaro.nsw.gov.au; Records Snowy Monaro Regional Council  
<council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 - Sealing of Micalago Road

To Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Mr Dunshea,

**SMRC Operational Plan 2025-26 - Sealing of Micalago Road**

I am writing to request that priority be given to the upgrading and sealing of Micalago Road and to ensure that the sealing of Micalago Road is included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

As a resident of Micalago Road for the past 2 years we have had to navigate this terrible road multiple times a day. We live [REDACTED] from the highway and that [REDACTED] of horrendous corrugations and potholes every day is taking a significant toll on our vehicles with multiple flat tyres and damaged wheels.

The current condition of the road presents serious safety concerns and has a direct impact not only on those who live along Micalago Road, but also to the wider Michelago community. The unsealed road contributes to increased dust, road degradation, and higher maintenance cost in the long term, not to mention its influence on traffic volume through the village.

The existing schedule of grading every two years has recently been proven to be completely inadequate given that it was graded late last year, and an "asset inspection" early this year indicated that it required grading again, less than 6 months since the last grading.

Micalago Road and Karinya Plains Road have over 56 houses with many properties housing families with multiple vehicles making Micalago Road the busiest unsealed road in the Michelago region and quite possibly the busiest in the Snowy Monaro region.

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The recent Karinya Plains subdivision has necessitated construction of internal roads leading to more heavy construction vehicles using and damaging Micalago Road and there are more development proposals in the pipeline, which will only increase the traffic on Micalago Road and further compound the problem.

The first 4 km of Micalago road were graded 10 days ago (thank you!), however, after just one week's traffic and a couple of days of rain, the pot-holes and corrugations have already reappeared indicating that regular grading is still not going to keep the surface adequately roadworthy and suitable for the volume of traffic.

Sealing Micalago Road is the only viable solution.

Could you please ensure that the Snowy Monaro Regional Council's Operational Plan for 2025-26 is urgently amended to include the upgrading and Sealing of Micalago Road.

Yours sincerely,

[REDACTED]  
[REDACTED]

Michelago NSW. 2620

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### Ashleigh Prowse

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Wednesday, 28 May 2025 8:17 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

### Records Snowy Monaro

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 5:12 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Dear Stephen,

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow.

Nearly everyone who lives there commutes daily at least once. Parents with children commute more regularly to meet School buses morning and afternoon. Families that moved here as young families have grown and as a result some siblings are now old enough to drive and therefore more vehicles on the roads. The approval of sub-divisions also means more vehicles including a lot of heavy vehicles for years with deliveries for landscaping, farm equipment including sheds and machinery.

The efforts of one small minded person that lives in Michelago Village that decided to ram the Bank of Bins has added to the increased traffic on Micalago and Karinya Plains Rd. Before we could drop our rubbish off at the Bank of Bins on the way into town, but now, we all have to travel Micalago Rd Saturday mornings to drop our rubbish off at the garbage trucks.

As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest unsealed roads in the whole Snowy Monaro region.

Another example, Karinya Plains Rd, a road I have lived on for over 30 years used to have 4 houses and approx. 6 vehicles used to use the road on a regular basis to commute. The Rd was

Sub 59.pdf

very rarely graded, rightfully so because it didn't need to be. However, now we have 8 houses with a sub-division for 6 more approved and going ahead at the moment and 22 vehicles that commute on this Rd almost daily. The grading schedule for Karinya Plains Rd has not changed.

As a member of the RFS I'm always concerned when responding to incidents, how much extra time it is taking because of the condition of the road. I'm not talking about driving fast on the road but being able to drive more than 40km's an hour safely.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Thanks,

[REDACTED]

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### Ashleigh Prowse

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Wednesday, 28 May 2025 8:23 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025–26 – Urgent Sealing of Micalago Road

### Records Snowy Monaro

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 6:25 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025–26 – Urgent Sealing of Micalago Road

Dear Stephen

I am writing to urgently request that the upgrading and sealing of Micalago Road, Michelago, be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026.

As a regular visitor to Karinya Plains Road, where my sister and her family live, my husband and I often travel with our caravan to visit them. I want to express our growing concern about the condition of Micalago Road, which is the only access route to their property.

My family's connection to this area goes back over 40 years, as my Nan lived on Micalago Road long before my sister moved onto Karinya Plains Road. Over this time, we've witnessed the road's condition steadily deteriorate rather than improve, making its current state all the more disappointing and frustrating.

Each visit highlights just how rough the road has become. It's full of potholes, deeply corrugated, and extremely hard on vehicles, especially when towing a caravan. The trip from the Monaro Highway to their home is about [REDACTED] but it feels much longer due to the poor condition of the surface. Our caravan is always shaken and rattled by the time we arrive, which is taking a toll on both the vehicle and the overall experience of simply visiting family.

We have been regularly updated by family about the condition of Micalago Road, including the recent grading work. Unfortunately, despite these efforts, I believe the improvements only lasted a few days before the potholes and corrugations reappeared. Knowing this, we're understandably hesitant about returning with our caravan anytime soon.

Sub 60.pdf

The road is not only unsafe when wet, its rough surface also makes driving hazardous in dry conditions, with vehicles often skidding or skipping due to the potholes and corrugations. It's clear the surface cannot cope with weather conditions or the increasing traffic.

My husband recently remarked that Micalago Road is becoming worse than the Gibb River Road in WA!! This says a lot about the current condition of the road and highlights the urgent need for a proper upgrade.

I strongly support the call to seal Micalago Road. As visitor traffic grows and the local population continues to expand, it is clear the current maintenance approach is no longer sustainable or safe.

Thank you for your attention to this matter.

Kind Regards

A black rectangular redaction box covering the signature of the submitter.

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Wednesday, 28 May 2025 8:44 AM  
**To:** Corporate Planning  
**Subject:** FW: Sealing Micalago Rd

**Records Snowy Monaro**

Direct 1300 345 345

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 8:23 PM  
**To:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** Sealing Micalago Rd

Hi

I am asking you to include the upgrading and sealing of Micalago Rd in the operational plan for 2025-26.  
My grandchildren attend Michelago public school we don't want more traffic than necessary through the school zone.  
Thank you

[REDACTED]  
[REDACTED]  
Michelago NSW 2620  
Sent from my iPhone



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### Ashleigh Prowse

**From:** Records Snowy Monaro Regional Council  
**Sent:** Wednesday, 28 May 2025 9:43 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

### Records Snowy Monaro

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Wednesday, 28 May 2025 9:40 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Good morning, Stephen

### RE: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Hope this finds you well. I am writing to urgently request for the upgrade and sealing of Micalago Road, Michelago, NSW 2620 as I am concerned for the safety of my family, and residents in the area who regularly transit this road. As such, I'm hoping that this can be considered and included within the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I note that I'm not a resident of Michelago however, I do very regularly visit my family who live on this road. During my visits, I have observed significant deterioration of the road condition. As such, I have concerns for my family's safety (and others living and transiting regularly in the community) as it is a very frequently used road. I've detailed a summary of my specific concerns below.

- **Rapidly deteriorating road conditions.** The road has many potholes (which are getting worse by the day), is corrugated, and very slippery to drive in wet conditions. I am concerned that it is just a matter of time until there will be an accident.
- **Emergency vehicle access:** My family, who live on the road, are retired and in their senior years. As such, the other consideration I think about is ambulance access in the event of a medical emergency. In the current state, my opinion is that an emergency vehicle will have significant difficulties in being able to navigate swiftly, and safely along this road.
- **Damage to vehicles regularly transiting the road:** Given the conditions, I expect there will be a high probability (increasing by day) of significant damage to the vehicles of those who use the road.

Sub 62.pdf

I expect an outcome of this would be increasing numbers of repair claims being directed to Council for cost recovery.

- **Existing grading schedule is not fit for purpose:** I note the existing grading schedule of every two years for this road, however, my strong opinion is that this is inadequate for Micalago Road, given the rapidly deteriorating conditions.

I'm hoping you consider mine, and the wider community's request (as I expect I am not the first/only person enquiring about this matter) to seal Micalago Road as soon as possible. Thank you in advance for your consideration.

Kind regards and many thanks,

[REDACTED]

Sub 63.pdf

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 7:14 PM  
**To:** Corporate Planning  
**Subject:** Library truck

Good evening,

I would like to raise my expression regarding the library truck and how much I believe it is needed in our region. I have worked with children in the Snowy Mountains for over 10 years and I believe it is so beneficial for the children in small rural towns to have access to the library trucks.

Please take into consideration about bringing the library truck back on the road to be able to assist children with their learning by access books.

There are a lot of families that do not have access to transport to get to Cooma to access books from the local library so the truck being on the road gives everyone the fair opportunity to access books.

Kind Regards  
[REDACTED]

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Stephen Dunshea  
Chief Executive Officer Snowy  
Monaro Regional Council

Dear Stephen,

RE: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road. I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

Firstly I would like to point out when council rezoned Micalago & Karinya Plains roads from rural farmland to large lot residential in 2013 it would have been with the clear intention to allow significant development. Despite this the council had no forward planning for the road to match its planned future use. The future is here and maintenance has been reduced!

When I moved to Karinya plains road in 1992, Micalago road was graded each year. Then with only 3 houses in the [REDACTED] from my house to the highway, yearly grading was adequate.

However, now we have around 30 residences and another 12 or so in the pipeline (not including a current DA for a large subdivision on Micalago road). This also does not include all properties past Karinya Plains turnoff. The stress on the road was further exacerbated by council's poor decision to approve the DA for the commercial operation to use the old iron ore mine as a fill site.

I'm constantly having repairs to my vehicles & trailer due to the road. As a person with medical conditions I am very concerned about emergency services being able to attend my house in a timely manner... or at all. We have constant complaints from anyone who delivers here and now have many businesses/couriers who refuse to come up Micalago road. It is getting harder to get services here.

Micalago road is now becoming one of the busiest dirt roads in the region yet has maintenance reduced. It is now at a stage grading is no longer a viable solution. The road was graded last week and with two days rain it degraded quickly. The road is not fit for purpose and now becoming a serious safety risk.

I urge council to include sealing of Micalago road in its 2025-26 operational plan.

[REDACTED]  
[REDACTED]  
Michelago

Sub 65.pdf

Sindy 28/5/25



2025-2026 Integrated Planning and Reporting Community Consultation

Name: [REDACTED]

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

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

Phone: [REDACTED]

Please indicate which document you are providing feedback on:

- ☐ Draft 2025-2029 Delivery Program
- ☐ Draft 2025-2026 Operational Plan
- ☐ Draft 2005-2026 Revenue Policy
- ☐ Draft 2025-2026 Schedule of Fees and Charges
- ☐ Draft 2025-2026 Summary of changes to Fees and Charges
- ☐ Draft 2025-2035 Long-Term Financial Plan

update on Jindy town Centre toilets, please put on website

- Where has the other book gone. What is happening to car park n  
Shared Trail toilets?  
- Is the tunnel still happening, if so where will it be at rear of Hall

- The path isn't wide enough to be a shared trail  
it is dangerous to use, walking with bikes.

+ Jindy isn't presentable to tourists. need gardens and  
pavers like cooma

Jindy needs more and more grants to fund what  
the community wants.

- Footpaths - needed Gippstons St and Townsend St  
is a risk to the community - people walk and ride on

Sub 65.pdf



- Mowing in Jindy
  - need a schedule for mowing the foreshore and public parks, paths and reserves. also 'shared trail' bike path
  - Recommendation to use prisoners to do this work and maintenance.

### Grants

- Jindy needs their share of the grants.

### Infrastructure for seniors

- Kristy McBain - Workshop: Infrastructure for seniors
  - all services are in cooma. Used to have ~~se~~ a place to meet, but no longer can use the facility.
  - Advocacy for aged care infrastructure required.

Visit our YourSay page to provide Feedback



PR Feedback Form

Sub 66.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Thursday, 29 May 2025 3:03 PM  
**To:** Corporate Planning  
**Subject:** FW: Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Thursday, 29 May 2025 2:46 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; smrccouncillors@snowymonaro.nsw  
**Subject:** Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council  
Snowy Mountain council and Councillors

Dear Stephen and Council and Councillor's,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

My family and I moved to Michelago on 2022, not ever living rurally with the view to creating our final home. Both my wife and I commute to Canberra for work daily and have encountered significant impact on our vehicles (both new) due to the usage of the road. More recently increased traffic due to trucks relating to is also impacting on the

Sub 66.pdf

wear and tear of the road. We cannot walk safely or ride bikes as the road is not maintained sufficiently and the surface inconsistent.

More importantly I am concerned for the safety of my family travelling on the road, we don't have any lighting, so the inconsistency of the road surface is more problematic, and I am advised that existing grading schedule of every two years has been proven totally inadequate for Micalago Road.

Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]





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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Thursday, 29 May 2025 3:13 PM  
**To:** Corporate Planning  
**Subject:** FW: Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Thursday, 29 May 2025 3:12 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Sealing of Micalago Road

UNOFFICIAL

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Micalago region, and most likely, one of the busiest in the whole Snowy Monaro region.

Sub 67.pdf

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

As a resident of [REDACTED], my family and I drive along Micalago road several times a day. The road poses serious safety risks, with huge holes that car wheels can get stuck in and emergency services refuse to use the road at times. I would be very concerned if there was a serious emergency at my residence, not only would it take a much longer period of time for a response, it poses risks to the first responders who are expected to navigate the road.

I have had to have my new Mazda BT-50 repaired on several occasions due to the condition of the road. There is not a more appropriate four wheel drive that one can buy than a new, 4WD ute with excellent suspension and all terrain tyres to travel on the road. Still, it needed repair several times due to the appalling condition of the road.

Grading the road is effective for about two weeks. With the number of vehicles using the road, after this time the wear and tear shows again and the corrugations get worse and worse, to the point that driving on the road causes so much shaking that I have seen wheel nuts loosen on vehicles and even a wheel come off a trailer.

The number of subdivisions increases and SMRC are approving the selling and subdividing of more land. It is questioned as to why more residents are being allowed to come to the area and no additional infrastructure investment is seen from council?

Whilst I appreciate that there is limited funding for all of the roads in the SMRC area, I question if there is any other road with more traffic, more subdividing and more trucks for a questionably approved quarry operation that has resulted in serious cost to council, in worse condition than that of Micalago road.

Council will receive a lot of requests for support. This is not a request for support, it is a request to keep residents and visitors to the Micalago road and adjoining roads safe, which can only be achieved by sealing the road.

Thank you.

Regards,

[REDACTED]

*I wish to acknowledge the Ngunnawal people as traditional custodians of this land and recognise any other people or families with connection to the lands of the ACT and region. I wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.*

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**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Friday, 30 May 2025 3:16 PM  
**To:** Corporate Planning  
**Cc:** Visit Adaminaby  
**Subject:** Draft Integrated Planning and Reporting Documents and 2025/26 Budget  
**Attachments:** Invitation to have your say for our community.pdf; Adaminaby Lake Eucumbene CSP projects May 2025.xlsx; tim\_corkill.vcf

Dear Stephen

Please find attached a spreadsheet which identifies a range projects which are required for the Adaminaby Lake Eucumbene area.

These projects were endorsed by a Community Meeting which was held on 26 April at which 50 community members attended.

A working group was established as an outcome of that meeting to review, prioritise and ensure that these projects achieve an outcome.

Details of the Community Meeting are also attached.

There are 3 projects which require urgent and short term action.

1. Dump Point for RVs
2. EV Charging Points
3. Improve Mobile Phone Reception.

We do understand that the funding for these projects is not available directly through SMRC, however, as part of the CSP process we also understand that SMRC is required to ensure that it consults and works with the community.

If you have any questions please do not hesitate to contact me.

[REDACTED]  
Acting Chair Lake Eucumbene Chamber of Commerce

Sub 68.pdf

**Invitation!**

**Have your say for Our Community's Future**

**Date and Venue:** Saturday 26<sup>th</sup> April at the Adaminaby Memorial Hall

**Time:** 2 pm to 4 pm

**Hosted by:** Adaminaby Lake Eucumbene Chamber of Commerce

**Who is invited:** All local community members

**Facilitator:** Martin Bass (*Martin is a highly experienced practitioner, trainer and facilitator specialising in stakeholder engagement, organisational development and integrated strategic planning. He has worked with a range of State and local government agencies on tasks including the development of community engagement programs and large and small group facilitation*)

Please attend an independently moderated gathering that will seek to continue the conversation to progress the short, medium and long-term vision and aspirations for Adaminaby, Old Adaminaby, Anglers Reach and surrounding rural lands.

**Why are we doing this?**

Our community has an exciting role to play in the future of the Monaro and the Snowy Mountains region, building on the great legacy and pivotal contributions we have made to its history. To be successful, it is critical we retain a sense of community whilst having an agreed vision when lobbying Council, State and Federal governments

The purpose of this meeting is to objectively consider and reach agreement on what we need to support, sustain and prosper our community into the future.

This process will be underpinned by:

- a. Appreciating, recognising and documenting what we have and what we love about our community.
- b. Imaging what could be, developing ideas and identifying options.
- c. Creating what will be, by agreeing on actions and setting priorities.
- d. Presenting our strategy.

**Questions to consider**

1. What do we need to make our town and community more liveable?
2. As a discussion starting point, an ideas list identifies several possible projects. Are these relevant and "game changer projects? (Refer next page)
3. What else is needed to help the community flourish?
4. Do we need great new places or facilities?
5. How do we protect and enhance our village's character and its natural, cultural and heritage values, whilst facilitating great use?
6. How can we work as a community with other stakeholders to achieve the identified and agreed actions?
7. What role does tourism have in our community?
8. How can we diversify and grow our visitor economy?

**Project / Ideas List (please note: this list is not in order of priority)**

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1. **Bobeyan Namadgi Road upgrade** The completion of the upgrading and sealing of the Bobeyan Namadgi Road (Way) to/from Canberra (currently 7.5kms in NSW and 17.5kms in ACT is still to be done). This project would be a game changer as it would put Adaminaby within 1 hours drive of its southern suburbs. This road would also be a scenic tourist drive.
2. **Lake Eucumbene Shared Trail - connecting Anglers Reach to Old Adaminaby and Cemetery Point**  
The establishment of a Lake Eucumbene shared recreational trail, for use by walkers, bike riders, which in parts, should be accessible for people with disabilities. The shared trail should also be used to highlight the rich cultural history of the area.
3. **Adaminaby Swimming Pool upgrade** The Adaminaby Pool is located at 1017 metres and as such is the highest elevation swimming pool in the district. The pool was established with contributions from locals, the "Festival of the Snows" and the local council. Heating has been completed. What else is needed?
4. **Seymour Park upgrade** Complimenting the swimming pool, a redeveloped and revitalised Seymour Park will deliver an excellent and inclusive community park, playground and recreation area.
5. **Snowy Scheme Museum Stage 2 project** The collection is now of National significance, such that, the museum now requires this uplift to allow it to become a nationally significant tourist and cultural attraction.
6. **Additional residential blocks** Opening up of larger residential blocks adjacent to the towns and villages in areas already identified in the original town planning documents.
7. **Upgrading of boat launching ramps & waterway access points** (underway)
8. **Old Cemetery Point lookout** The building of a Lake Eucumbene lookout at Cemetery Point adjacent to the Old Adaminaby Cemetery.
9. **Cultural & Historic trails** Upgrading of the Cultural and Historic trail within the town of Adaminaby to ensure that it meets current standards for accessibility and signage.
10. **The Big Trout** The ongoing maintenance of the iconic Big Trout.
11. **Specific Truck parking areas** (underway)
12. **Car, Caravan and Recreational Vehicle Parking** (underway)
13. **Dump Point for RVs**
14. **Low cost camping at the Showground** A growing number of people travelling in RVs are looking for free /low cost camping sites as their vehicles are now fully self contained. These people do not usually stay in Caravan/Holiday parks.
15. **EV Charging points**
16. **Revitalise the Town Centre** The town centre is essentially the same as it was when it was built in the mid 1950s. The revitalisation could include upgraded shop fronts, seating areas, mural artwork, sculptures etc.
17. **Refurbish the Information Building** (complete)
18. **Improve the visitor experience in northern Kosciuszko National Park**
19. **Adaminaby Airfield growth**
20. **Investigate the establishment of a Mountain Bike Park**
21. **Lake Eucumbene walking trail** Investigate and develop a walking trail that circumnavigates Lake Eucumbene (275kms).
22. **Attract new businesses to town: to support and further increase tourism and town viability by a targeted campaign.**

The Snowy Legacy Fund, which was set up with the proceeds of the sale by the NSW government's share of Snowy Hydro, could be allocated towards some of these projects and initiatives. We see this as entirely appropriate given that Adaminaby was the site of the official opening of the Snowy Mountains Scheme in 1949, and in many ways has been the most impacted by the Scheme. At the moment, the only beneficiary of the Snowy Legacy Fund is Jindabyne and the ski resorts via the Snowy Mountains Special Activation Precinct (SAP). \$260 plus million has been allocated to this SAP. To assist our community and its local businesses to survive, grow and prosper, an action based plan needs to be established. There is a significant urgency, as this community requires Local, State and Commonwealth Government assistance to move this process forward. Over several years, local community members, community groups, workshops and businesses have identified a number of forward looking projects (which are listed above).

If you are not able to attend the workshop and would like to contribute and comment please email

IP&R Submissions 2025 [info@visitadaminaby.com.au](mailto:info@visitadaminaby.com.au), or phone [REDACTED]

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Adaminaby Lake Eucumbene projects - Community Strategic Plan															
Snowy Monaro Regional Council - SMRC								Timeframes: Short = 0 to 2 years, Medium = 3 to 5 years, Long = 5 plus years							
Lake Eucumbene Adaminaby Chamber of Commerce Inc - LECC								Priority: High, Medium, Low							
Adaminaby Community Action Group - ACAG								Cost: High, Medium, Low							
Lake Eucumbene Community Association - LECA															
Adaminaby Fishing Club - AFC															
Snowy Scheme Museum Adaminaby / Adaminaby Snowy Scheme Collection Inc - SSMA															
NOTE: The projects listed below are NOT in an order of priority															
Project priority	Description	Detail	Reference Plan/Masterplan	CSP - Our Community	CSP - Our Economy	CSP - Our Environment	CSP - Our Infrastructure	Other considerations	Priority	Cost	Timeframe	Interested Local Group/s	Beneficiaries	Responsible agency/ies	Current Status
	Bobeyan Namadgi Road upgrade (Namadgi Way)	The completion of the upgrading and sealing of the Bobeyan Namadgi Road (Way) to/from Canberra (currently 7.5kms in NSW and 17.5kms in ACT is still to be done). This project would be a game changer as it would put Adaminaby within 1 hours drive of the southern suburbs of Canberra (the distance from Adaminaby to the Canberra CBD is only 105kms). This road would also be a scenic tourist drive into the Snowy Monaro and relieve traffic pressure on the Monaro Hwy. It should be noted that this road is connected to the Shannons Flat Rd which is currently being upgraded & sealed. It is also used at times when the Monaro Hwy is closed due to traffic incidents.						ACT government	High	High	Medium	All	All	Local, State, ACT	10 kms of the 35kms unsealed gravel road completed in 2024. 7.5kms in NSW & 17.5kms still unsealed
	Lake Eucumbene Shared Trail - connecting Anglers Reach to Old Adaminaby and Cemetery Point	The establishment of a Lake Eucumbene shared recreational trail, for use by walkers, bike riders, which in parts, should be accessible for people with disabilities (Anglers Reach to Old Adaminaby and on to Cemetery Point). The shared trail should also be used to highlight the history of the area, with appropriate signage. The concept of a Lake Eucumbene Shared Trail was first initiated in 2017 and is seen as a tangible way of diversifying the visitor experience in the area and focusing on a very different demographic of people from the MTB focus in Jindabyne and the Thredbo Valley Track. The advent Ebikes adds to this experience. With additional trails to Seven Gates and to Providence Portal. The trail would be constructed so that the follow the contour at the high water mark of Lake Eucumbene. The Lake Jindabyne foreshore trail is located on Snowy Hydro land, so this project should be subject to the development & planning regime. Weblink <a href="http://www.scribblemaps.com/maps/view/Lake_Eucumbene_track/9jdfHQ4HR">http://www.scribblemaps.com/maps/view/Lake_Eucumbene_track/9jdfHQ4HR</a> . The Trails Masterplan states that the shared trail could be linked to the Bicentennial National Trail.	Snowy Monaro Regional Trails Masterplan, Shared Trail concept paper					Land tenure, Snowy Hydro, Crown Land	High	High	Medium		Community, Region, Visitors	Local, State	
	Adaminaby Swimming Pool upgrade	The Adaminaby Pool is located at 1017 metres and as such is the highest elevation swimming pool in the district. The pool was established with contributions from locals, the "Festival of the Snows" and the local council. The Adaminaby Public School has a learn to swim program.	A new pool cover is required.						High	Low	Short	ACAG, LECC	Community (all ages & school), Visitors		Mostly complete
	Seymour Park upgrade	Seymour Park is located in the central community area of Adaminaby adjacent to the swimming pool. Over the last 20 years, much of the original infrastructure has been removed leaving rusty and disestablished equipment that is over 60 years old. Complementing the swimming pool, a redeveloped and revitalised Seymour Park will deliver an excellent and inclusive community park, playground and recreation area for Adaminaby and district as such a facility does not currently exist. Recognised as so essential for social cohesion, community and individual health and wellbeing, a redeveloped park will also enhance Adaminaby and district as a destination for visitors. This upgrade is seen as a vital addition for the community recreational and healthy living amenities which are currently severely lacking in the area.	Snowy Monaro Regional Recreational Plan, SMRC Operational Plan						High	Medium	Short	ACAG, LECC	Community (all ages), Visitors		Community consultation is underway

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	<b>Snowy Scheme Museum Stage 2 project</b>	The Stage 2 building of the Snowy Scheme Museum. The collection is now of National significance, such that, the museum now requires this uplift to allow it to become a nationally significant tourist and cultural attraction. Concept plans have already been completed and are now being prepared for design and engineering prior to costing.	Snowy Schme Museum masterplan							High	Medium	Medium	SSMA	Community, Region, State, Visitors	SSMA	
	<b>Additional residential blocks</b>	Opening up of larger residential blocks adjacent to the towns and villages in areas already identified in the original town planning documents. Some of the area was converted to Crown Land. The housing stock in Adaminaby is in general quite old and on small blocks. With the sealing of the Bobeyan Rd, potential residents would be looking for new homes on larger blocks. The relative proximity to the Canberra region is a benefit.						Crown land issues and resoulution	High		Medium	All	Local business, Community, Region			
	<b>Upgrading of boat launching ramps &amp; waterway access points</b>	Upgrading of the various boat launching ramps and access points on Lake Eucumbene and on the Eucumbene and Murrumbidgee Rivers. The local trout fishery is a major visitor and economic driver for the region							High	Medium	Short	AFC	Fishing, community, local business			Construction certificate received, further funding required
	<b>Old Cemetery Point lookout</b>	The building of a Lake Eucumbene lookout at Cemetery Point adjacent to the Old Adaminaby Pioneer Cemetery.							Medium	Medium			Visitors, community, local business			
	<b>Cultural &amp; Historic trails</b>	Upgrading of the Cultural and Historic trail within the town of Adaminaby to ensure that it meets current standards for accessibility and signage. The area is rich in history and the trails are a important link to pass on the history.	Snowy Monaro Regional Trails Masterplan						Medium	Low			Visitors, community, local business			
	<b>The Big Trout</b>	The ongoing maintenance of the iconic Big Trout. The Big Trout was first erected in 1973 and is one of the original "Big Things". Adaminaby is visited by many thousands of people each year with the express intention of seeing the Big Trout.							High			SMRC	Visitors, community, local business	SMRC		Repainted in mid 2024
	<b>Dump Point for RVs</b>	This would help establish Adaminaby as a Motorhome and Caravan friendly town						Grant opportunities. CMCA. A dump point could also add to the establishment of a low cost camping area	High	Medium	Short	SMRC	Visitors, community, local business, CMCA			
	<b>Footpaths around town</b>	Acessible footpaths for community members and visitors							High							
	<b>Improve mobile reception</b>	There are many deadspots in the area (ie. significant parts of Anglers Reach have no reception)							High							
	<b>Medical services / facilities/pharmacy</b>	The permanent popultion of Adaminaby is ageing with new residents more likely to be retirees							High							
	<b>Low cost camping at the Showground</b>	A growing number of people travelling in RVs are looking for free /low cost camping sites as their vehicles are now fully self contained. These people do not usually stay in Caravan/Holiday parks. The establishment of free/low cost camping close to the Adaminaby town centre would benefit to the local businesses. The Caravan & Motorhomes Club of Australia (CMCA) are active in this area and have considerable research to demonstrate the benefits of low cost camping to communities.	Recreational Plan					Dialogue would need to be initiated with local caravan park owners. The Caravans and Motorhomes Association have helped establish Free / low cost camping at a number of sights across Australia. CMCA have conducted research. Link: <a href="https://www.youtube.com/watch?v=6pVSDyq_r1A&amp;feature=youtu.be">https://www.youtube.com/watch?v=6pVSDyq_r1A&amp;feature=youtu.be</a>	High	Low			Visitors, local business, CMCA members			



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EV Charging points	Adaminaby is located on the Snowy Mountains Hwy and is 135 km from Tumut and 55 km from Cooma. Owners of bays are making decisions on their travel itinerary based on the location of charging points. Snowy Valleys Shire and Snowy Hydro are undertaking an EV initiative. Grants are also available.	2 possible locations 1. at the newly established car and caravan parking area 2. at Seymour Park						Grant opportunities	High	Medium	Short		Visitors, community, local business		
Revitalise the Town Centre	The town centre is essentially the same as it was when it was built in the mid 1950s. The revitalisation could include upgraded shop fronts, seating areas, mural artwork, sculptures etc.								Medium	Medium	Medium		Visitors, community, local business		
Refurbish the Information Building	The last upgrade was done in 1993. This would include Mural Art, the Story of Adaminaby, Information boards for KNP, the Snowy Mountains Scheme and Namadgi National Park.								High	Low	Short	LECC	Visitors		Completed (late 2024)
Improve the visitor experience in northern Kosciuszko National Park	The northern section of Kosciuszko National Park requires significant re-investment to rebuild, upgrade and extend its visitor, cultural and heritage amenities, which have been under funded and neglected over many years.								High	Medium	Short		Visitors, community, local business		
Adaminaby Airfield growth	The Adaminaby Airfield is located within 1 km of the town centre. There may be an opportunity to provide residential blocks offering direct access from home to hangar to the runway. An example is Temora NSW. The club currently additional hangar sites available. The majority of the members do not live in the Adaminaby area.							Planning regulations/land zoning	Medium				Visitors, community, local business		
Investigate the establishment of a Mountain Bike Park									Low	High	Long		Visitors, community, local business		
Lake Eucumbene walking trail	Investigate and develop a walking trail that circumnavigates Lake Eucumbene (275kms). The concept is to draw on the growing interest in long distance walking.												Visitors		
Weed control	An ongoing weed control program is required														
Attract new businesses to town : to support and further increase tourism and town viability by a targeted campaign	Cafes, adventure equip/clothing, nursery, arts etc. - pinpointed businesses specific to needs.	Business chambers							Proactive: Seek funding via grants to encourage business /subsidize rents? Make moving to Adaminaby an attractive venture	Medium	Medium	Medium	All	Visitors, community, local business	



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### Ashleigh Prowse

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 2 June 2025 8:17 AM  
**To:** Corporate Planning  
**Subject:** FW: Sealing of Micalago Road

### Records Snowy Monaro

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 8:37 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Sealing of Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

### SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

As a resident of [REDACTED], my family and I drive along Micalago road several times a day. The road poses serious safety risks, with huge holes that car wheels can get stuck in and emergency services refuse to use the road at times. I would be very concerned if there was a serious emergency at my residence, not only would it take a much longer period of time for a response, it poses risks to the first responders who are expected to navigate the road.

My Mazda 3 is needing to be replaced after 5 years (was brand new!) of driving on this road. The shaking from the corrugations has caused ongoing steering issues. When transporting our horses, the level of risk both to the horses

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and myself, due to the condition of the road increases significantly. The road is not just an unsealed road, as we all drive on many of those safely, it is simply an unsafe, unacceptable road condition.

Grading the road is effective for about two weeks. With the number of vehicles using the road, after this time the wear and tear shows again and the corrugations get worse and worse, to the point that driving on the road causes so much shaking that I have seen wheel nuts loosen on vehicles and even a wheel come off a trailer.

The number of subdivisions increases and SMRC are approving the selling and subdividing of more land. It is questioned as to why more residents are being allowed to come to the area and no additional infrastructure investment is seen from council?

Whilst I appreciate that there is limited funding for all of the roads in the SMRC area, I question if there is any other road with more traffic, more subdividing and more trucks for a questionably approved quarry operation that has resulted in serious cost to council, in worse condition than that of Micalago road.

Council will receive a lot of requests for support. This is not a request for support, it is a request to keep residents and visitors to the Micalago road and adjoining roads safe, which can only be achieved by sealing the road.

Thank you.

[REDACTED]

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**Ashleigh Prowse**

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 2 June 2025 8:39 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Burra Road

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 9:04 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
[REDACTED]  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Burra Road

ATTENTION:  
Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

I am writing to request the upgrading and sealing of Burra Road.

I urgently request that the sealing of this road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The long-term poor condition of the road is one that the Monaro Regional Council should address immediately. As you will know, this stretch of road serves as an alternative whenever an accident occurs on the Monaro Highway (reasonably frequently unfortunately), which both further damages its tenuous condition and endangers inexperienced drivers travelling through there. The council has a duty of care to the Michelago community, and it is my opinion that it is failing in this aspect. Sealing the road would improve the safety of residents and thereby their quality of life.

I encourage you to engage with the Queanbeyan Palarang Regional Council to complete these works to the satisfaction of the Michelago and Burra communities.

The existing grading schedule has proven totally inadequate for Burra Road. Sealing this road is the only viable solution.

Regards

[REDACTED]

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**From:** [Records Snowy Monaro Regional Council](#)  
**To:** [Corporate Planning](#)  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago [SEC=UNOFFICIAL]  
**Date:** Monday, 2 June 2025 9:24:43 AM

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**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 9:19 AM  
**To:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** Fw: SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago [SEC=UNOFFICIAL]

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**From:** [REDACTED]  
**Sent:** Monday, June 2, 2025 9:11:07 am  
**To:** [stephen.dunshea@snowymonaro.nsw.gov.au](mailto:stephen.dunshea@snowymonaro.nsw.gov.au)  
<[stephen.dunshea@snowymonaro.nsw.gov.au](mailto:stephen.dunshea@snowymonaro.nsw.gov.au)>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago [SEC=UNOFFICIAL]

Dear Stephen,

I am writing to request that the upgrading and sealing of Micalago Road, Michelago, be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026.

Thanks for your consideration

[REDACTED]

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 2 June 2025 9:26 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 - Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 8:45 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 - Sealing of Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses.

There are more development proposals in the pipeline – 12 or so more houses will follow.

Nearly everyone who lives there commutes daily.

As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

It is also important to provide this service to the residents of the area, and especially those of Micalago Road based on the ongoing poor engagement with residents over the illegal dumping of asbestos at the quarry on this road and the

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impact the trucks who deliver this illegal material has had on this road for a period of three years. The accountability of the additional heavy vehicle traffic on this road from the council and the owner of the quarry is a disgrace.

The council needs to take responsibility and ensure a regular sealing service is undertaken for this part of our community.

Yours sincerely



(resident of Michelago)

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**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 8:07 PM  
**To:** Stephen Dunshea  
**Cc:** Records Snowy Monaro Regional Council; SMRC Councillors  
**Subject:** Sealing of Micalago Rd.

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The continual state of disrepair of our road is extremely dangerous. The stretch of road from the highway to the bridge is so bad that traffic is unable to use the road and instead detour through the village. This increased traffic poses an increased risk for accidents in the village.

The road is causing damage to our cars; we recently had to have the suspension repaired on two of our 4WD's, this is costly and not affordable to be carried out continuously.

Our children are at risk when walking home, which we only let them do when absolutely necessary, due to cars being all over the road as the road is dangerous and causes cars to slide over the road.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards

[REDACTED]  
Michelago NSW.

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**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 5:39 PM  
**To:** Stephen Dunshea  
**Cc:** Records Snowy Monaro Regional Council; SMRC Councillors; Chris Hanna; John Rooney; Tanya Higgins; Luke Williamson; [REDACTED]  
**Subject:** Sealing of Micalago Road

Dear Stephen,

I am writing to request the upgrading and sealing of Micalago Road.

My daughter has been a resident of Micalago Road since 2019 and each time I've visited her, I have witnessed significantly increased development and subdivision along Micalago Road.

It used to be very quiet and now there is a lot more traffic. There are lots more residents using the road, service providers, tradespeople, couriers, supermarket delivery vans, water trucks, septic trucks, meter readers, emergency vehicles, cleaners, carers, allied health providers and, of course, guests of residents.

The road is always in terrible condition. It always has large potholes, deep corrugation, slippery segments and is subject to flood events.

This is a safety issue. I am very worried that my daughter, her husband, or my grandchildren will need an emergency vehicle to attend and they won't be able to do so quickly enough.

The road also causes lots of wear and tear on vehicles that use it. I do not like driving my own car on it.

I live in regional Australia myself and am shocked by the condition of Micalago Rd. The roads near my home are nothing like it. I really think that it should be sealed. It just isn't capable of supporting the amount of traffic it receives these days.

My daughter mentioned that the sealing of Micalago Road might be undertaken in stages (Monaro Highway to Railway Bridge, Railway Bridge to Iron Ore Mine and Iron Ore Mine to Karinya Plains Road). However, I think it would be much better to seal it in one stage, as one project.

It urgently needs to be sealed - doing it in stages will just prolong the pain. Additionally, sealing it in one stage will result in significant economic efficiencies; materials will be able to be purchased in bulk, engineering and planning considered as a whole, and less labour will need to be duplicated (eg. set-up and pack-up, traffic controls, communications etc). If a grant needs to be sought from state or federal governments it makes sense to seek funding for the project as a whole.

Regards,

[REDACTED]  
[REDACTED]



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**Ashleigh Prowse**

**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 3:27 PM  
**To:** Stephen Dunshea; coucil@snowy.monaro.nsw.gov.au; SMRC Councillors  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Dear Stephen,

We are writing to request the upgrading and sealing of Micalago Road.

We urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

We have lived on Micalago Road for over 12 years and have had so many issues with our cars on this road. We have had many flat tyres, holes in tyres and shredded tyres.

We have had shock absorbers need replacing due to pot holes and large corrugated rough patches. My son hit a large pot hole under the bridge and it sent into the bridge supports. It caused extensive damage to his vehicle but thankfully he was okay.

Please seal this road.

Yours sincerely

[REDACTED]

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**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 1:51 PM  
**To:** Stephen Dunshea  
**Cc:** SMRC Councillors; Records Snowy Monaro Regional Council  
**Subject:** Help fix Micalago Road!

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

Subject: Request for Sealing of Micalago Road – Inclusion in SMRC Operational Plan 2025–26

I am writing to formally request that the upgrading and sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025–26.

My sister resides at No. [REDACTED], off Micalago Road, and I visit her frequently—typically three to four times a week. Unfortunately, the unsealed condition of the road has made these visits increasingly difficult. The rough surface has caused wear to my vehicle, particularly the tyres, and has at times discouraged me from travelling there altogether.

Based on information shared by my sister and her neighbours, I understand that Micalago Road and Karinya Plains Road together serve approximately 56 households. There are also at least a dozen additional residential developments proposed. Nearly all residents commute daily, making Micalago Road the busiest unsealed road in the Michelago area—possibly even in the broader Snowy Monaro region.

Given its high usage, the current grading schedule of once every two years is insufficient. A long-term solution is urgently needed, and sealing the road would significantly improve safety, accessibility, and quality of life for residents and visitors alike. The work could potentially be undertaken in stages, starting with the stretch from the Monaro Highway to the railway bridge.

I kindly ask that Council give serious consideration to including this project in the upcoming operational plan.

Thank you for your time and attention to this matter.

Yours sincerely

[REDACTED]

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**Ashleigh Prowse**

**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 12:21 PM  
**To:** Stephen Dunshea; Records Snowy Monaro Regional Council; John Rooney; Chris Hanna; Tanya Higgins  
**Subject:** Sealing of Micalago Road – Inclusion in the SMRC 2025-26 Operational Plan

Dear SMRC –

**Re: Sealing of Micalago Road – Inclusion in the SMRC 2025-26 Operational Plan**

I am writing to request that the urgent need to seal Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

Micalago Road is a critical route for local residents, with 56 houses on Micalago Road and Karina Plains Road combined, and further development proposals in the pipeline. Most residents rely on this road daily to commute, underscoring its importance to the local community.

I would like to acknowledge and thank Council for the resheeting of the gravel road in September 2024, and the recent grading that occurred in May 2025, which made a significant positive difference for all users. I am also delighted with the newly installed bridge over Micalago Creek connecting Micalago Road with Ryrie Street. The fact that it is sealed has made a welcome and obvious difference to daily travel — it's a small but powerful change that has us all dreaming of what a sealed Micalago Road could mean for our community.

However, the existing grading schedule — currently planned for every two years but yet to be implemented — has already proven inadequate, with the road becoming hazardous just six months after any maintenance. As it stands, the road is not sustainable in its current unsealed state.

I propose that Council consider sealing Micalago Road in segments, starting with the section from the Monaro Highway to 10 metres beyond the railway bridge. This staged approach would begin to address safety concerns while managing the financial impact on Council's budget.

Sealing Micalago Road is a necessary and viable solution to ensure the road remains in reasonable condition, supporting local residents and enabling safe access for current and future developments.

Thank you for your consideration of this request. I look forward to a positive response from Council and am happy to provide any further information or assistance required.

Yours sincerely,

[REDACTED]

[REDACTED]

Michelago, NSW, 2620

Sir,

This correspondence seeks your consideration of the sealing of Micalago Rd, Michelago.

These roads are unsealed and subject to resurfacing in accordance with the Council's schedule. The resurfacing activity involves heavy machinery and water truck, which are in use for about a week. The resurfacing restores the roads to a good condition. The completion of the bridge over Michelago Creek and restoration of the junction with Micalago Rd has resulted in a significant improvement to the section of the road near the railway bridge that is sealed.

The residents on Micalago and Karinya Plains Roads are a mix of work-from-home employees, agribusiness land owners, retirees, and numerous workers that commute regularly along the Monaro Highway to their places of employment. We have been residents at [REDACTED] Micalago Rd for just over 4 years and noticed an increase of traffic along the road in that time, even at 'our end', which is adjacent to the Karinya Plains Rd intersection. The traffic load is evident in the rapid deterioration of the road surface soon after the resurfacing activity, particularly on those sections that carry almost all of the residential traffic, closest to the bridge and Monaro Highway.

The sections of the surface of the road that deteriorate in a seemingly accelerated manner comprise large swathes of disrupted bedrock material, the over-layering of which during the resurfacing activity appears to be particularly time consuming. The activity produces good results, but the surface of compressed material quickly erodes under the traffic load, especially after rain, and the rock is again exposed. I have determined that these exposed sections take a disproportionate toll on tyre wear: we have replaced all 4 tyres on our main vehicle over the last two years.

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It is appreciated that sealing all or sections of Micalago Rd to address the rapid deterioration of the surface due to traffic loads is an expensive activity. It is also noted that sealed roads are not maintenance-free. However, sealing and the consequent reduced resurfacing requirement may represent an overall, longer-term cost saving to the Council and provide the residents with more a more durable thoroughfare that induces less wear-and-tear on their vehicles.

Accordingly, may I request your consideration of the sealing of (all or sections of) Micalago Rd, Michelago, in the Council's Operational Plan development processes.

Sincerely,

[REDACTED]

[REDACTED]

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**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Friday, 30 May 2025 1:55 PM  
**To:** Stephen Dunshea  
**Cc:** Records Snowy Monaro Regional Council; Chris Hanna; John Rooney; Tanya Higgins  
**Subject:** Micalago Road

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

Dear Councillors

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline –12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards,

[REDACTED]

Resident

Micalago Road

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29 May 2025

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely



*Michelago NSW 2620*

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**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 9:55 AM  
**To:** Stephen Dunshea; Records Snowy Monaro Regional Council; SMRC Councillors  
**Subject:** Request for Inclusion of Micalago Road Sealing in SMRC Operational Plan 2025–26

Dear Mr Dunshea,

RE: SMRC Operational Plan 2025–26 – Sealing of Micalago Road

I am writing to formally request that the upgrading and sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025–26.

The current grading schedule of once every two years has proven wholly inadequate for the needs of Micalago Road users. The road frequently deteriorates to an unacceptable condition between maintenance intervals, posing safety risks and reducing accessibility.

Sealing Micalago Road is not only a practical solution—it is the only sustainable option to ensure long-term safety, usability, and cost-efficiency.

The condition of the road is often unsafe, and I am concerned that it would be inadequate in an emergency, particularly if access by an ambulance which are 2nd vehicles. With continued residential growth along the road and an increasing number of trucks servicing the area, the current unsealed road no longer provides safe or reliable access or egress for the community.

I urge Council to prioritise this critical infrastructure upgrade and include the sealing of Micalago Road in the upcoming Operational Plan.

Thank you for your attention to this matter.

Kind regards,

[REDACTED]

[REDACTED], Michelago NSW 2620



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**Ashleigh Prowse**

**From:** [REDACTED]  
**Sent:** Saturday, 31 May 2025 8:56 PM  
**To:** Stephen Dunshea; Records Snowy Monaro Regional Council;  
smrccouncillors@snowymonaro  
**Subject:** Seeking priority to SMRC Operational Plan 2025-26 - Sealing of Micalago Road  
(resident [REDACTED], Michelago NSW 2620)

Dear Mr Dunshea and council,

RE: Seeking priority to SMRC Operational Plan 2025-26 - Sealing Micalago Rd, Michelago NSW 2620

I am writing to request priority is given to upgrading and sealing Micalago Road by including this in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

As a long-term resident of Micalago Road of nearly 10years, I drive on this road nearly everyday and have experienced on three separate occasions vertigo (dizziness), due to the corrugation of the road and having to navigate too many pot holes to count. I have also experienced near misses on this road, especially around blind corners and hills, which is incredibly scary and dangerous for myself and family as there is nowhere to go of the road. In addition, the condition of the road has created a significant toll on our vehicles with many flat tyres.

Micalago Road and Karinya Plains Road have over 56 houses with many properties housing families with multiple vehicles making Micalago Road the busiest unsealed road in the Michelago region and quite possibly the busiest in the Snowy Monaro region. The recent Karinya Plains subdivision has necessitated construction of internal roads leading to more heavy construction vehicles using and damaging Micalago Road and there are more development proposals in the pipeline, which will only increase the traffic on Micalago Road and further compound the problem.

We thank the council for recently grading the road, however, literally days after this was done, it rained and was incredible dangerous to drive on (especially as parts had no gravel on the road). The road now has pot holes and is starting to show wear and tear already. Sealing Micalago Road is the only viable solution.

Can you please ensure the Snowy Monaro Regional Council's Operational Plan for 2025-26 is urgently amended to include the upgrading and Sealing of Micalago Road, it would be greatly appreciated and safer for our hardworking community?

Thank you and happy to discuss if you need.

[REDACTED]  
Michelago NSW. 2620

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**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 10:05 AM  
**To:** Records Snowy Monaro Regional Council; Stephen Dunshea  
**Cc:** SMRC Councillors  
**Subject:** Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Good morning Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I live at [REDACTED] road, the [REDACTED] on the road, we have had numerous issues with the road including, the dust effects our drinking water immensely which means we need to clean our drinking water tank annually, most places only require cleaning every 4 to 5 years or so, the cost to maintain our vehicles has risen immensely since maintenance of the road has fallen away.

We have had numerous near misses in both our vehicles and walking due vehicles traveling too fast and trying to miss the damage in the road. My kids cannot walk the 200m from the road to our gate due to vehicles going from side to side, it's just not safe, we would have thought that kids should be entitled to walk home from the school bus. I have given numerous visitors and residents help fix damage to vehicles due to the state of the road. We have had companies refuse to deliver to us due to the state of the road including groceries. My elderly parents visit their grandkids less and have stated the condition of the road as the reason.

We are looking to start a hay business on our property, but it is not viable if our clients would be unwilling to use the road. It doesn't take long for the road to be damaged due to the amount of traffic on it, we have been going through town to get out with the new bridge access, if we are doing this then others are, I am concerned an accident at the school or shops is just a matter of time which I believe we can lower this risk greatly with a sealed Micalago road.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards

[REDACTED]  
[REDACTED]  
Micalago NSW 2620

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Sub 84.pdf

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 2:38 PM  
**To:** Stephen Dunshea; Records Snowy Monaro Regional Council;  
smrcouncillors@snowymonaro.nsw.gov.au  
**Subject:** SMRC Operational Plan

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Re:SMRC Operational Plan 2025-2026-Sealing of Micalago Road

Dear Stephen,

I am writing to request the upgrading and sealing of Micalago Road in Michelago be included in the Snowy Monaro Regional Councils Operational Plan 2025-2026.

Given the expansion of housing developments along Micalago Road, traffic has increased substantially and will continue to do so with ongoing subdivisions. This increase is causing further deterioration of the road.

The current grading schedule of every two years has proven inadequate. The road's condition has led to significant damage to vehicles, and many service providers have declined to service our area. Additionally, emergency services face delays when navigating this deteriorated road. I have personally experienced the difficulties in an ambulance, where paramedics had to navigate carefully during critical moments.

To ensure the safety of all road users, sealing Micalago Road is the only viable solution.

Thank you for considering this urgent request.

Best regards,

[REDACTED]

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**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 12:29 PM  
**To:** Stephen Dunshea; Records Snowy Monaro Regional Council; SMRC Councillors  
**Subject:** Fwd: Sealing of Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to you to request the upgrading and sealing be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The immediate priority is the section from the Monaro Highway to the railway bridge as this has seen a marked increase in traffic and consequent deterioration since the opening of the bridge to Ryrie Rd.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. I am aware of 9 vacant blocks that are likely to commence building in the next 12 months with more development proposals in the pipeline. The vast majority of residents commute daily, sometimes using the road multiple times on one day. Micalago Rd is the busiest unsealed road in the Micalago region, and arguably, one of the busiest unsealed roads in the Snowy Monaro region. As a consequence the condition of the two road/s has deteriorated more frequently and more severely in recent years.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing the road is the only viable long-term solution for the safety and needs of the Micalago Rd and Karinya plains Rd residents.

Yours sincerely

[REDACTED]

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**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 11:55 AM  
**To:** Stephen Dunshea; Records Snowy Monaro Regional Council; SMRC Councillors  
**Subject:** Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-2026.

I support the suggestion that the sealing could be undertaken in segments. The section from the Monaro Highway to approximately 100 metres past the bridge very quickly becomes degraded after grading.

As you are no doubt aware, Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. I recognise that on occasion this schedule has been increased. Nevertheless the condition of the road has caused extensive damage to my suspension and the constant need to replace damaged tyres. Sealing Micalago Road is the only viable solution.

Kind regards

[REDACTED]

Yours sincerely  
*Your name*

Sub 87.pdf

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Saturday, 31 May 2025 4:46 PM  
**To:** Stephen Dunshea  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road. Going down this road all the time is bone jarring, and is wearing my car out...

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely  
[REDACTED]  
Michelago

Sub 88.pdf

### Ashleigh Prowse

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**From:** [REDACTED]  
**Sent:** Friday, 30 May 2025 4:18 PM  
**To:** Stephen Dunshea  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago  
[SEC=UNOFFICIAL]

Dear Stephen,

I am writing to urgently request that the upgrading and sealing of Micalago Road, Michelago, be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Each additional house means not just more residents using the road, but also many more service providers, tradespeople, couriers, supermarket delivery vans, water trucks, septic trucks, meter readers, emergency vehicles, cleaners, carers and, of course, guests of residents.

Nearly everyone who lives on the roads, including myself and my family, use the road daily. I have children that attend Michelago Public School which can sometimes mean travelling on the road 4+ times a day. Micalago Road is the busiest unsealed road in the Michelago region, and quite possibly, one of the busiest in the whole Snowy Monaro region.

The road is simply not coping with current traffic levels, let alone the increased traffic that is certain to come. It is consistently in very poor condition with large potholes, deep corrugation, slippery segments and is subject to flood events. I have family members who are reluctant to visit as they fear damage to their vehicles.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road as improvements following grading are always extremely short-lived. In fact, the road was graded last week and already, following a few days of rain, the surface has eroded and exposed potholes and corrugations. It is also extremely slippery and dangerous in areas where the surface is comprised of clay.

Driver behaviour is also being negatively impacted with some drivers travelling at dangerously high speeds in an attempt to smooth out the bumps, a trend that worsens the state of the road and creates an even greater risk of accidents.

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The condition of Micalago Road is now a serious safety issue, not just an inconvenience. I implore Council to prioritise the sealing of this road and to include it as a necessary infrastructure upgrade in the 2025–26 Operational Plan.

Thank you for your time and consideration.

[REDACTED]

[REDACTED]



Sub 89.pdf

**Ashleigh Prowse**

**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 9:03 AM  
**To:** Stephen Dunshea; Records Snowy Monaro Regional Council; SMRC Councillors  
**Subject:** Request for Upgrade and Maintenance of Micalago Road – Inclusion in SMRC Operational Plan 2025–26  
**Attachments:** 1000013492.jpg; 1000013491.jpg; 1000013494.jpg; 1000013493.jpg

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Mr Dunshea,

**\*\*Re: Request for Upgrade and Maintenance of Micalago Road – Inclusion in SMRC Operational Plan 2025–26\*\***

I am writing as and on behalf of the residents of Micalago Road to express our deep and growing concern about the ongoing deterioration of the road and to request its urgent inclusion in the Snowy Monaro Regional Council's Operational Plan for 2025–26.

Micalago Road is the only access route for over 50 households and is subject to regular and heavy use. Yet it is not currently included in the Council's 2025–26 maintenance plan. The unsealed sections are highly susceptible to weather-related damage, quickly becoming dangerous and impassable following rain, even after recent grading. This damage is further exacerbated by new subdivisions which sees an increase in heavy vehicles, trucks including those floating in machinery, and trades.

Of particular concern is the short stretch between the Monaro Highway and the railway bridge. This section—originally constructed as part of the bridge project—remains unsealed and is now the most vulnerable part of the road. After rainfall, it rapidly deteriorates into a slippery and unsafe surface, posing serious risks to all road users, particularly those in smaller vehicles. This forces some residents to take alternative routes through the village, placing increased traffic pressure on Ryrrie Street.

We respectfully request that this key section from the highway to the railway bridge be prioritised for bitumen sealing as a first stage. Sealing this area would significantly improve safety, reduce long-term maintenance costs, and protect vital access for emergency services, deliveries, and livestock transport.

Additionally, we ask that the remainder of Micalago Road be placed on a regular grading schedule—at a minimum, once annually that would see the road be properly ripped and dressed with the right sized gravel—and that the full length of the road be considered for staged sealing in future operational plans.

We acknowledge the challenges involved in maintaining regional infrastructure and appreciate the Council's ongoing work. However, we know these upgrades are essential for the safety and wellbeing of Micalago Road residents and for the efficiency of surrounding road networks.

Thank you for your consideration of this request. We would be happy to provide further information or meet to discuss the matter in more detail.

Yours sincerely,

[REDACTED]

As and on behalf of the residents of Micalago Road



















Sub 90.pdf

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 8:47 AM  
**To:** Stephen Dunshea; Records Snowy Monaro Regional Council; Chris Hanna; John Rooney; Tanya Higgins  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Stephen Dunshea**

**Chief Executive Officer**

**Snowy Monaro Regional Council**

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

As a resident of Micalago Road, Michelago, I am writing to express my concern regarding the ongoing deterioration of our road and to request urgent consideration for its upgrade and more consistent maintenance. I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26, which, if done in stages, should then include an escalation of the Micalago Road maintenance requirements.

Currently, Micalago Road is not included in the council's 2025-2026 maintenance plan, despite serving as the primary access route for some 50 plus households. The road experiences significant wear due to regular use and is particularly susceptible to weather-related damage. Most recently, following grading and subsequent rainfall, the unsealed stretch from the highway to the railway bridge quickly deteriorated into a slippery and hazardous surface. This not only presents a serious safety issue—especially for residents driving smaller vehicles like myself—but also results in increased use of alternative routes through the village, adding unnecessary traffic burden to Ryrie Street. We know from experience that the road deteriorates rapidly due to lack of adequate maintenance for the traffic load it is expected to carry and that the flow on effect of this is disastrous, damaging cars and creating extremely unsafe conditions for other vehicles such as ambulances, delivery trucks and vehicles carrying livestock.

I respectfully request that the section of Micalago Road from the highway to the railway bridge be prioritised for sealing with bitumen. This would significantly improve safety, reduce maintenance costs in the long term, and alleviate stress on surrounding roads. Furthermore, I ask that the remainder of Micalago Road be included in a regular maintenance schedule with grading at least once annually to ensure safe and reliable access for all residents, with the intent that subsequent sections of the road be slated for sealing in stages.

We appreciate the council's ongoing efforts to manage infrastructure across the region and hope you will consider this request in light of the safety, environmental, and logistical impacts currently being experienced.

Thank you for your attention to this matter.

Yours sincerely,

[REDACTED]

Sub 91.pdf

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 11:08 AM  
**To:** Stephen Dunshea  
**Cc:** Records Snowy Monaro Regional Council; SMRC Councillors  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

As frequent users of road to travel to the village and residents of Micalago and Karinya Plains Road, we often find the road in a degraded state, and sometimes dangerous with numerous potholes and ruts from the increased traffic.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Kind Regards,

[REDACTED]

Michelago

Sub 92.pdf

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Friday, 30 May 2025 3:42 PM  
**To:** Stephen Dunshea; Records Snowy Monaro Regional Council; SMRC Councillors  
**Subject:** Sealing of Micalago road.

Good afternoon Stephen,

I am writing to request the upgrading and sealing of Micalago Road.

I have been a resident of Micalago Road since 2019 and have witnessed significantly increased development and subdivision along Micalago Road and Karinya Plains Road (a feeder road with no other access road) during this time. This has resulted in a very substantial increase in traffic on Micalago Road.

There has been continuous construction traffic during this time and will be for many years to come. There are currently about 12 future houses already in the pipeline as a result of approved subdivisions and I understand that there are more land owners intending to subdivide who have not yet commenced the development application process.

Each additional house means not just more residents using the road, but also many more service providers; tradespeople, couriers, supermarket delivery vans, water trucks, septic trucks, meter readers, emergency vehicles, cleaners, carers, allied health providers and, of course, guests of residents.

Micalago road is also frequently visited by non-local traffic for the purposes of sight-seeing and photography. The poplars that line the road from the highway to the railway bridge are stunning, the railway bridge itself is iconic, and the views of the Tinderry Mountains are spectacular.

The road is simply not coping with current traffic levels, let alone the increased traffic that is certain to come. It is consistently in very poor condition with large potholes, deep corrugation, slippery segments and subject to flood events.

This is a safety issue, I know of at least one car accident caused by the state of the road. I am also extremely worried about safe and timely access for emergency vehicles.

The road also causes excessive wear and tear of all vehicles using it.

Unfortunately, improvement following grading is always extremely short-lived and the existing grading schedule of every two years is woefully inadequate.

Micalago Road is simply no longer fit for purpose in its current state. Sealing the road is the only viable solution.

I have heard that the sealing of Micalago Road might be undertaken in stages, but I strongly urge Council to consider sealing the road in one stage, as one project, especially if a grant will be required to achieve funding. And doing so in one stage will result in significant efficiencies; materials will be able to be purchased in bulk, engineering and planning considered as a whole, and less labour will need to be duplicated (eg. set-up and pack-up, traffic controls, communications etc).

Regards,

[REDACTED]



Sub 93.pdf

**Ashleigh Prowse**

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**From:** Stephen Dunshea  
**Sent:** Friday, 30 May 2025 12:35 PM  
**To:** Ashleigh Prowse  
**Subject:** FW: Upgrading and sealing of Michelago Road

**Stephen Dunshea**  
Chief Executive Officer  
Direct (02) 6451 1692

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 May 2025 7:02 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Subject:** Upgrading and sealing of Michelago Road

Dear Stephen and Councillors,

Please include the upgrading and sealing of Micalago Road in the Operational Plan for 2025-2026.

We are building in Michelgo Village and have noticed that Ryrie Street is already busy enough without any diversion of traffic through the village from Micalago Rd. Ryrie St has a shared pedestrian zone which is narrow, and has no footpaths. The school zone doesn't need unnecessary traffic either as it puts young children at more risk.

Thank you for considering this request.

[REDACTED]  
[REDACTED]  
Michelago NSW 2620

[Sent from Yahoo Mail for iPhone](#)

Sub 94.pdf

29 May 2025

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

A black rectangular box redacting the signature of the sender.

*Michelago NSW 2620*

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 2 June 2025 10:03 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 10:02 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

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Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road. I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I have been a resident of Micalago Road for many years and have personally witnessed significantly increased development and subdivision along Micalago Road, Horseshoe Lane, Bendemeer Lane and Karinya Plains Road (a feeder road with no other access road) during this time. This has resulted in a very substantial increase in traffic on Micalago Road.

There has been continuous construction traffic during this time and will be for many years to come. There are currently about 12 future houses already in the pipeline as a result of approved subdivisions and I understand that there are more land owners intending to subdivide who have not yet commenced the development application process.

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Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses, before the above mentioned planned developments.

Nearly everyone who lives here commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest unsealed roads in the whole Snowy Monaro region.

Each additional house means not just more residents using the road, but also many more service providers; tradespeople, couriers, supermarket delivery vans, water trucks, septic trucks, meter readers, emergency vehicles, cleaners, carers, allied health providers and, of course, the family and guests of residents.

Micalago road is also frequently visited by non-local traffic for the purposes of sight-seeing and photography. The poplars that line the road from the highway to the railway bridge are stunning, the railway bridge itself is iconic, and the views of the Tinderry Mountains are spectacular.

The road is simply not coping with current traffic levels, let alone the increased traffic that is certain to come. It is consistently in very poor condition with large potholes, deep corrugation, slippery segments and subject to flood events.

This is a safety issue, with actual car accidents directly caused by the state of the road. As a parent of a learner driver, and two school aged children that must navigate Micalago Road to access the school bus on Ryrie Street, the condition of the road introduces even more concern. It is incredibly stressful that the unavoidable erraticness we must all employ as drivers (to avoid potholes and corrugations to the best of our ability), also impacts on the safety and ability of our children to utilise the road to experience the fullness, independence and freedom that a rural upbringing in a SMRC community should provide them. I am also extremely worried about safe and timely access for emergency vehicles.

This is also a broader lifestyle and amenity issue. We, like many of our neighbours on Micalago Road, are horse owners and riders. The constantly poor condition of Micalago Road is directly impacting our ability to pursue equestrian activities. One of the draw cards to our relocation to Michelago was the SMRC area's excellent horse related pursuits. Unfortunately, Micalago Road is consistently in such a poor state, that floating our horses in and out results in acute stress and anxiety for our horses, as well as the increased wear and tear to our float and the increased safety risks we personally bear travelling Micalago Road under load. As not only a Michelago and SMRC community member, but also as a committee member with the Michelago Pony Club, leading community engagement via local, grassroots involvement in equestrian sports, it is incredibly frustrating and upsetting to have our own, and our neighbours, access to such a core and attractive community amenity such as horse riding so severely impacted by a council 'maintained' road.

Unfortunately, improvement following grading is always extremely short-lived and the existing grading schedule of every two years

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is woefully inadequate. In fact, the road was graded this month and already, within a single week post grading, following two days of rain, the surface has eroded and exposed pot holes and corrugations. It is also extremely slippery and dangerous in areas where the surface is comprised of clay.

It is, quite simply, unacceptable that we should be expected to continue bearing the additional costs of excessive vehicle wear and tear, increased personal injury and property damage risks, and impacts to our access to the supposed amenities that being a resident of the SMRC is meant to provide. As residents of Micalago Road, we forego town water, rubbish collection and sewerage (and yet continue to pay rates), with the expectation that we have a road maintained in a fit for use, safe and proper state to facilitate the access to the rural amenity that justifies the absence of the afore-mentioned services.

Micalago Road is simply no longer fit for purpose in its current state. Sealing the road is the only viable solution.

I have heard that the sealing of Micalago Road might be undertaken in stages (Monaro Highway to Railway Bridge, Railway Bridge to Iron Ore Mine and Iron Ore Mine to Karinya Plains Road). However, I strongly urge the Council to consider sealing the road in one stage, as one project.

The road urgently needs to be sealed. And doing so in one stage will result in significant efficiencies; materials will be able to be purchased in bulk, engineering and planning considered as a whole, and less labour will need to be duplicated (eg. set-up and pack-up, traffic controls, communications etc.)

I implore the council to consider the above and act on what has become quite a significant and protracted issue.

Sincerely,

[REDACTED]

Micalago, NSW, 2620



ReplyForward

You can't react with an emoji to a group

Sub 96.pdf

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**Ashleigh Prowse**

---

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 2 June 2025 10:19 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 10:12 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road. I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I have been a resident of Micalago Road for many years and have personally witnessed significantly increased development and subdivision along Micalago Road, Horseshoe Lane, Bendemeer Lane and Karinya Plains Road (a feeder road with no other access road) during this time. This has resulted in a very substantial increase in traffic on Micalago Road.

There has been continuous construction traffic during this time and will be for many years to come. There are currently about 12 future houses already in the pipeline as a result of approved subdivisions and I understand that there are more land owners intending to subdivide who have not yet commenced the development application process.

Sub 96.pdf

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses, before the above mentioned planned developments.

Nearly everyone who lives here commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest unsealed roads in the whole Snowy Monaro region.

Each additional house means not just more residents using the road, but also many more service providers; tradespeople, couriers, supermarket delivery vans, water trucks, septic trucks, meter readers, emergency vehicles, cleaners, carers, allied health providers and, of course, the family and guests of residents.

Micalago road is also frequently visited by non-local traffic for the purposes of sight-seeing and photography. The poplars that line the road from the highway to the railway bridge are stunning, the railway bridge itself is iconic, and the views of the Tinderry Mountains are spectacular.

The road is simply not coping with current traffic levels, let alone the increased traffic that is certain to come. It is consistently in very poor condition with large potholes, deep corrugation, slippery segments and subject to flood events.

This is a safety issue, with actual car accidents directly caused by the state of the road. As a parent of a learner driver, and two school aged children that must navigate Micalago Road to access the school bus on Ryrrie Street, the condition of the road introduces even more concern. It is incredibly stressful that the unavoidable erraticness we must all employ as drivers (to avoid potholes and corrugations to the best of our ability), also impacts on the safety and ability of our children to utilise the road to experience the fullness, independence and freedom that a rural upbringing in a SMRC community should provide them. I am also extremely worried about safe and timely access for emergency vehicles. Living with a chronic health condition, I have personally experienced unacceptable difficulty accessing transport to emergency care during acute health issues, that have directly led to exacerbation of symptoms with negative health outcomes.

This is also a broader lifestyle and amenity issue. We, like many of our neighbours on Micalago Road, are horse owners and riders. The constantly poor condition of Micalago Road is directly impacting our ability to pursue equestrian activities. One of the draw cards to our relocation to Michelago was the SMRC area's excellent horse related pursuits. Unfortunately, Micalago Road is consistently in such a poor state, that floating our horses in and out results in acute stress and anxiety for our horses, as well as the increased wear and tear to our float and the increased safety risks we personally bear travelling Micalago Road under load. As not only a Michelago and SMRC community member, but also as a committee member with the Michelago Pony Club, leading community engagement via local, grassroots involvement in equestrian sports, it is incredibly frustrating and upsetting to have our own, and our neighbours, access to such a core and attractive community amenity such as horse riding so severely impacted by a council 'maintained' road.



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The road urgently needs to be sealed. And doing so in one stage will result in significant efficiencies; materials will be able to be purchased in bulk, engineering and planning considered as a whole, and less labour will need to be duplicated (eg. set-up and pack-up, traffic controls, communications etc.)

I implore the council to consider the above and act on what has become quite a significant and protracted issue.

Sincerely,

[REDACTED]  
[REDACTED]

Michelago, NSW, 2620

Sub 97.pdf

**Ashleigh Prowse**

---

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 2 June 2025 10:31 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 10:25 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

---

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road. I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I have been a resident of Micalago Road for many years and have personally witnessed significantly increased development and subdivision along Micalago Road, Horseshoe Lane, Bendemeer Lane and Karinya Plains Road (a feeder road with no other access road) during this time. This has resulted in a very substantial increase in traffic on Micalago Road.

There has been continuous construction traffic during this time and will be for many years to come. There are currently about 12 future houses already in the pipeline as a result of approved subdivisions and I understand that there are more land owners intending to subdivide who have not yet commenced the development application process.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses, before the above mentioned planned developments. Sub 97.pdf

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Micalago road is also frequently visited by non-local traffic for the purposes of sight-seeing and photography. The poplars that line the road from the highway to the railway bridge are stunning, the railway bridge itself is iconic, and the views of the Tinderry Mountains are spectacular.

The road is simply not coping with current traffic levels, let alone the increased traffic that is certain to come. It is consistently in very poor condition with large potholes, deep corrugation, slippery segments and subject to flood events.

As a teenager living on Micalago Road, I feel severely impacted by how bad the road is. As I prepare to learn to drive, I don't feel safe learning on that road, as I see lots of cars swerving all over it trying to avoid potholes and bumps. I am scared that a car will run in to me on one of the blind corners, or that I will lose control or damage our car on all of the big pot holes. It makes me very anxious and scared to learn how to drive.

I am also not able to take my horses for trail rides along the road or to ride to my friends houses because cars and trucks are too unpredictable as they swerve around bumps which makes it too dangerous and scary for me and my horses. I also can't walk or ride my bike to the general store to see friends or catch the school bus because it is too dangerous. I feel that because the road is so bad, I don't have any of the freedom or independence that I would expect from growing up in a rural community within SMRC.

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[REDACTED]

[REDACTED]

Michelago, NSW, 2620

Sub 98.pdf

**Ashleigh Prowse**

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**Records Snowy Monaro**

Direct 1300 345 345

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**Sent:** Monday, 2 June 2025 10:31 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Cc:** Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>  
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Sincerely,

[REDACTED]

Michelago, NSW, 2620

Sub 99.pdf

**Ashleigh Prowse**

---

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 2 June 2025 10:59 AM  
**To:** Corporate Planning  
**Subject:** FW: Upgrade and sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 10:44 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Upgrade and sealing of Micalago Road

Attention: Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

There are many more land releases and subdivisions that are currently approved by the Snowy Monaro Council which will be effecting and increasing the amount of traffic on Micalago Road. This will in turn increase the volume of traffic on the road requiring much more maintenance than currently proposed by council.

Not everyone has large 4WDs to be able to handle the current road conditions, ending up with unnecessary wear and tear on their vehicles and increasing the risk of unnecessary accidents whilst driving on Micalago road.

With the existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards  
Kind Regards  
[REDACTED]

Sub 100.pdf

---

**Ashleigh Prowse**

---

**From:** Stephen Dunshea  
**Sent:** Monday, 2 June 2025 1:19 PM  
**To:** Ashleigh Prowse  
**Subject:** FW: Upgrading & sealing of Micalago Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Stephen Dunshea**  
Chief Executive Officer  
Direct (02) 6451 1692

---

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 1:18 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; Tricia Hopkins <Tricia.Hopkins@snowymonaro.nsw.gov.au>; Narelle Davis <Narelle.Davis@snowymonaro.nsw.gov.au>; Nick Elliott <Nick.Elliott@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Reuben Rose <Reuben.Rose@snowymonaro.nsw.gov.au>; Bob Stewart <Bob.Stewart@snowymonaro.nsw.gov.au>; Lynda Summers <Lynda.Summers@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>  
**Subject:** Upgrading & sealing of Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

While I do not live on Micalago Road, my daughter, son-in-law and 2 of my grandchildren live on Bendemeer Lane and need to travel on Micalago Road to get to their home. They have lived there since June 2019 and since then I have visited many times for various reasons. This includes dropping off and picking up the children, attending birthdays and family Christmas functions and helping with horses, as well as looking after the place when they are away. Additionally, on several occasions I have taken my tractor and slasher on my truck down to their property for maintenance work.

My observation based on my experiences travelling on this road is that, to quote Forrest Gump, "it is very much like a box of chocolates. You never know what you're gonna get." On some of the occasions I have travelled the road it has been a typical country road (I grew up on a farm in northern NSW which was on an unsealed road around 30km from



Sub 100.pdf

the nearest town). Other times it has been very rough and absolutely terrible to drive on, particularly in the truck. In this condition it is far worse than I ever experienced on the farm.

While travelling on this road is not an everyday occurrence for me, it is a very frequent experience for my daughter, son-in-law and children. They need to travel most days for school, work and other activities, sometimes multiple times per day (and these generally involve travel in both directions). Because of this, and my own experiences, the condition of the road and the effect it has on my family is a legitimate concern for me.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards

A black rectangular redaction box covering the signature of the sender.

Sub 101.pdf

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**Ashleigh Prowse**

---

**From:** Records Snowy Monaro Regional Council  
**Sent:** Monday, 2 June 2025 1:44 PM  
**To:** Corporate Planning  
**Subject:** FW: Upgrading & sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 1:37 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; Tricia Hopkins <Tricia.Hopkins@snowymonaro.nsw.gov.au>; Narelle Davis <Narelle.Davis@snowymonaro.nsw.gov.au>; Nick Elliott <Nick.Elliott@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Reuben Rose <Reuben.Rose@snowymonaro.nsw.gov.au>; Bob Stewart <Bob.Stewart@snowymonaro.nsw.gov.au>; Lynda Summers <Lynda.Summers@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>  
**Subject:** Upgrading & sealing of Micalago Road

Stephen Dunshea

Chief Executive Officer

Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

Sub 101.pdf

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

My daughter, son-in-law and 2 of my grandchildren have lived on Bendemeer Lane since June 2019. This is accessed via Micalago Road and I have driven on this road many times for various reasons. This includes dropping off and picking up the children, attending birthdays and family Christmas functions as well as looking after the place while they have been away.

Sometimes the condition of the road is reasonable, particularly immediately after grading. Other times it is atrocious and potentially dangerous.

While travelling on this road is not an everyday occurrence for me, it is a very frequent experience for my daughter, son-in-law and children. They need to travel most days for school, work and other activities, sometimes multiple times per day (and these generally involve travel in both directions). Because of this, and my own experiences, the condition of the road and the effect it has on my family is a legitimate concern for me.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

Sub 102.pdf

---

**Ashleigh Prowse**

---

**From:** Stephen Dunshea  
**Sent:** Monday, 2 June 2025 4:34 PM  
**To:** Ashleigh Prowse  
**Subject:** FW: Upgrade and sealing of Micalago Road

**Stephen Dunshea**  
Chief Executive Officer  
Direct (02) 6451 1692

---

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 4:33 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; smrccouncillors@snowmonaro.nsw.gov.au  
**Subject:** Upgrade and sealing of Micalago Road

Attention: Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

My points of consideration include:

- \* Vast increase of subdivisions over time including those now in early stages of construction - these not only increase the amount of cars using the road on a regular basis but vastly diminish the condition of the road with the increase of large earth moving equipment needed to make new driveways and building envelopes.
- \* Substantial damage to cars, trailers, emergency and delivery vehicles over time, especially as the road deteriorates due to the lengthened period between gradings.
- \* Increased risk of accidents and injury due to the poor condition of the road.
- \* Increased stress to residents when they have to engage in regular campaigns to council to beg for the road to be adequately maintained to a safe standard.
- \* Potential dangerous delays to emergency vehicle response times when the road inevitably gets extreme damage from weather events and increase in use.
- \* Decrease in friends and family wishing to visit residents due to potential car damage which can increase mental health decline and health issues.

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- \* Decrease in the number of goods deliveries and ongoing maintenance service calls due to companies refusing to use an often damaged Michelago Road - which further causes stress to residents trying to track down companies that will brave the conditions.
- \* Increase on traffic travelling through Michelago Village when the first section of Micalago Road becomes almost impassable.
- \* Decrease in tourist visits to an area which is extremely popular to photographers from Canberra and beyond, which then has the potential to have a flow on effect of less customers for the General Store.
- \* Increase of commute time for the many that work in ACT as residents must slow down considerably as road conditions often deteriorate.

With the existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Kindest regards,

[REDACTED]

Sub 103.pdf

---

**Ashleigh Prowse**

---

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 9:23 PM  
**To:** Corporate Planning  
**Cc:** SMRC Councillors; Records Snowy Monaro Regional Council  
**Subject:** Micalago Road - Sealing

To whom it may concern

This letter is written as a resident of Karinya Plains Rd in support the sealing of Micalago Rd Michelago NSW.

As an owner of 20 acres in the new subdivision off Karinya Plains Rd we use Micalago Rd to access our property and over the past 12 months we have seen the significant deterioration of Micalago Rd with some sections so heavily corrugated and pot holed that there was no option but to drive out side of what would be considered the left-hand lane to maintain control and to avoid damage to our vehicles. The very poor condition of the section of road from the Monaro Hwy to the railway bridge has forced traffic to divert through the township, greatly increase through traffic in town which also is not ideal.

Poor maintenance of rural roads has been well documented as a significant contributor to vehicle accidents. In particular, corrugated and pot holed roads reduce stopping distances, reduce hazard avoidance capability and failure of vehicle suspension systems that all can lead to loss of vehicle control.

It is well documented in a number of safety cases (Safety Benefit to Cost Ratio) that have been commissioned across all levels of government, where findings determined the necessity for the implementation of a range of cost-effective safety improvements of rural roads. Effective planned maintenance and resurfacing of high use rural roads being one identified that significantly improved safety for all users.

Clearly there are sections of Micalago Rd road that does not meet the required substrate strength (California Beam Rating) and/or constructed from suitable road materials for a road designed for the proposed number of residents on Micalago Road and daily vehicle movements. There are examples of local rural roads that have been constructed correctly with a similar use that hold up far better than Micalago Road which supports that the road was not constructed well in the first place. This was and is a responsibility of SMRC and appears a failure of the certifying engineers at the time; however, unless the road is engineered, built to design and certified it will be a never ending cycle of costly repair and maintenance.

Although maintenance has been carried out over recent years the road surface does not hold up to the traffic usage and deteriorates in weeks rather than over a period what would be considered reasonable. The current maintenance schedule that council has in place clearly is not sufficient to maintain a safe surface under current usage.

Sub 103.pdf

As rural residents we all accept that councils do not provide the utilities afforded to larger populated towns such as town water, sewage, garbage collection: however, having a safe and reliable well-maintained access road is considered by us and our neighbours as not a privilege but necessity that council has an obligation to fulfil.

It appears that councils are placing more and more requirements of local rural residents to maintain roads that traditionally would be the responsibility of that of council. This is the case with our access roads in our subdivision which is over 1.5 klms. SMRC have placed covenants on land owners binding us to maintain the roads. SMRC still charge the developer contributions that are to support utilities; however, we have to even maintain our roads, so this begs the question, what do council do for the rates we pay?

We all as residents that use Micalago Rd require a road that is well constructed and is safe to use for essential services such Ambulance service and companies providing water truck deliveries, veterinarian services, building materials deliveries, concrete deliveries and other services that are essential to support rural living and local businesses. We need these services in our day to day living and to have any to refuse to come to our property due the poor road condition of the road would certainly be a risk the SMRC would not want to have.

It begs belief that SMRC has seen it fit to reduce that Roads and Infrastructure staff when SMRC are faced with such a high number of complaints that directly relate to rural road maintenance concerns.

SMRC clearly is not listening to it residents, has failed to recognise this as a priority and appears to have failed to secure the necessary funds and resources to meet the regions road maintenance demand. Governments realised in the mid 90's the need to improve rural roads due to the number of fatalities and incidents. In 2018 AUSROADS published further data and key road safety measures for rural and remote areas. SMRC have joint government responsibility for rural resident's road safety and protection of its rate payers.

I strongly support the request of residents to have Micalago Road repaired to certified design condition and to be a sealed road and continually maintained by SMRC.

Regards,

[REDACTED]

[REDACTED]

Michelago NSW 2621

Sub 104.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:00 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 3 June 2025 7:58 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Traffic has been diverted along Ryrie Street through the village due to the treacherous state of Micalago Road, particularly from the bridge to the Monaro Highway. Sealing Micalago Road is the only viable solution.

Yours sincerely,

[REDACTED], Michelago, NSW



Sub 105.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:03 AM  
**To:** Corporate Planning  
**Subject:** FW: Sealing Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 8:50 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** Sealing Micalago Road

Dear Stephen

I am writing to request that the upgrading and sealing of Micalago Road, Michelago, be included in the Snowy Monaro Regional Council's Operational Plan for 2025–2026.

Thanks for your consideration

[REDACTED]

[REDACTED]

Sub 106.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:04 AM  
**To:** Corporate Planning  
**Subject:** FW:

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 8:13 PM  
**To:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:**

Send your email to:  
[stephen.dunshea@snowymonaro.nsw.gov.au](mailto:stephen.dunshea@snowymonaro.nsw.gov.au)  
[Council@snowymonaro.nsw.gov.au](mailto:Council@snowymonaro.nsw.gov.au)  
[smrccouncillors@snowymonaro.nsw.gov.au](mailto:smrccouncillors@snowymonaro.nsw.gov.au)

**Stephen Dunshea**  
**Chief Executive Officer**  
**Snowy Monaro Regional Council**

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

**I am writing to request the upgrading and sealing of Micalago Road.**

**I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.**

**When visiting my son and his family on Bendemeer Lane, we bring our caravan. The condition of the road is unbearable and has caused so much shaking that closed cupboards have come open, contents come out and things have smashed. This has not happened on any other roads we have ever travelled on in Australia, including many dirt and gravel roads, demonstrating the severity of the conditions of Micalago Road. We can only visit after the road has been graded. One visit every two years and basing visits on an inadequate grading schedule is not acceptable.**

**The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.**

Sub 107.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:04 AM  
**To:** Corporate Planning  
**Subject:** FW:

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 8:12 PM  
**To:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:**

Send your email to:  
[stephen.dunshea@snowymonaro.nsw.gov.au](mailto:stephen.dunshea@snowymonaro.nsw.gov.au)  
[Council@snowymonaro.nsw.gov.au](mailto:Council@snowymonaro.nsw.gov.au)  
[smrccouncillors@snowymonaro.nsw.gov.au](mailto:smrccouncillors@snowymonaro.nsw.gov.au)

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

When visiting my son and his family on Bendemeer Lane, we bring our caravan. The condition of the road is unbearable and has caused so much shaking that closed cupboards have come open, contents come out and things have smashed. This has not happened on any other roads we have ever travelled on in Australia, including many dirt and gravel roads, demonstrating the severity of the conditions of Micalago Road. We can only visit after the road has been graded. One visit every two years and basing visits on an inadequate grading schedule is not acceptable.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Sub 108.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:05 AM  
**To:** Corporate Planning  
**Subject:** FW: Subject: Please Seal Micalago Road – SMRC Operational Plan 2025–26

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Sunday, 1 June 2025 4:41 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Subject: Please Seal Micalago Road – SMRC Operational Plan 2025–26

**Stephen Dunshea**  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Mr Dunshea,

My name is [REDACTED], I'm [REDACTED] years old and I live on Micalago Road. I've recently gotten my license, and I drive on Micalago Road almost every day to get to school, work, and town. I'm writing to ask the Council to please include Micalago Road in the 2025–26 Operational Plan for sealing. The road is in really bad condition most of the time. The corrugations are so rough that it's dangerous, and it causes a lot of stress for young drivers like me who are still gaining experience.

The road has already caused serious damage to my family's vehicle. The tub brackets on the car have cracked and broken through the metal from driving over the bumps and corrugations so often, and now there are actual holes in the tub.

There are a lot of families who live along Micalago and Karinya Plains Roads — at least 56 homes, and more being built. Almost everyone who lives here drives this road every day, which makes it really busy for an unsealed road.

The grading doesn't happen often enough to keep it safe or in good shape, and the only real fix is to seal it properly.

Please consider how important this road is for young drivers and families who rely on it every day. I hope the Council can make sealing Micalago Road a priority in the next Operational Plan.

Thank you for your time.

Sincerely,

[REDACTED]  
[REDACTED] Michelago NSW 2620

Sub 109.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:07 AM  
**To:** Corporate Planning  
**Subject:** FW: Tar the road please

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Saturday, 31 May 2025 9:18 PM  
**To:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** Tar the road please

Hi I'm emailing in as this really affects me. I drive on micalago rd every day and I find it very unsafe and hard on my car. It would be amazing if you could tar the road.

Kind regards [REDACTED]

Sub 110.pdf

**Email your letters to:**

[stephen.dunshea@snowymonaro.nsw.gov.au](mailto:stephen.dunshea@snowymonaro.nsw.gov.au)

[council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

[SMRCCouncillors@snowymonaro.nsw.gov.au](mailto:SMRCCouncillors@snowymonaro.nsw.gov.au)

**The letter is below:**

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

As a [REDACTED] resident we are being impacted by the huge number of Vehicles now travelling through the Village via the Ryrie St bridge instead of continuing down Micalago Rd to access the Monaro Hwy prior to the bridge being constructed. With the extra traffic we are being significantly impacted by the extra traffic noise, speeding vehicles and the noticeable wear and tear on Ryrie St which is very concerning. The council has approved many sub divisions on

Micalago Rd therefore the extra traffic and sealing of the road should have been taken into consideration prior to approvals. Micalago Rd residence pay a road levy fee which is obviously not being used for the upkeep of Micalago road.

I also have concerns for my family and residents on Micalago Rd as many times emergency vehicles have been impacted as they have to drive very slowly when responding to calls on Micalago Rd. When the road is in extremely bad condition.

I would hope that sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

Sub 111.pdf

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

As a [REDACTED] resident we are being impacted by the huge number of Vehicles now travelling through the Village via the Ryrie St bridge instead of continuing down Micalago Rd to access the Monaro Hwy prior to the bridge being constructed. With the extra traffic we are being significantly impacted by the extra traffic noise, speeding vehicles and the noticeable wear and tear on Ryrie St which is very concerning. The council has approved many sub divisions on

Micalago Rd therefore the extra traffic and sealing of the road should have been taken into consideration prior to approvals. Micalago Rd residence pay a road levy fee which is obviously not being used for the upkeep of Micalago road.

I also have concerns for my family and residents on Micalago Rd as many times emergency vehicles have been impacted as they have to drive very slowly when responding to calls on Micalago Rd. When the road is in extremely bad condition.

I would hope that sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

Sub 112.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:10 AM  
**To:** Corporate Planning  
**Subject:** FW: Request for Upgrading and Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 8:13 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Chris Hanna <Chris.Hanna@snowymonaro.nsw.gov.au>; John Rooney <John.Rooney@snowymonaro.nsw.gov.au>; Tanya Higgins <Tanya.Higgins@snowymonaro.nsw.gov.au>; Luke Williamson <Luke.Williamson@snowymonaro.nsw.gov.au>  
**Subject:** Request for Upgrading and Sealing of Micalago Road

Dear Mr Dunshea,

I am writing to request the upgrading and sealing of Micalago Road.

As a frequent visitor to my family's residence on Micalago Road, I have observed firsthand the rising impact of the ongoing disrepair of the road.

Over the years the increasing residential development along Micalago Road and Karinya Plains Road, a feeder road has seen growth result in significantly increased traffic on Micalago Road. The road frequently accommodates construction traffic, and with the approved subdivisions, each new residence generates additional vehicle activity, including service providers, tradespeople, couriers, supermarket delivery vans, water trucks, septic service vehicles, meter readers, emergency response vehicles, maintenance crews, healthcare providers, residents' guests and family members. This has heightened concerns regarding road safety and capacity.

Currently, the condition of Micalago Road is concerning. It is plagued with large potholes, deep corrugations, and slippery sections, making it a safety hazard. There have been instances of accidents and the ever increasing potential for emergency vehicles to face difficulties reaching residents, which could lead to serious consequences and investigations into maintenance responsibilities considering the continued reports to council on the condition of this road. The safety of road users and emergency responders is of paramount importance.



Sub 112.pdf

Furthermore, the road surface imposes significant wear and tear on vehicles, causing damage from potholes and vibrations. The current biannual grading schedule often provides only temporary relief; after recent grading to a section of this road and subsequent rain, the surface has deteriorated rapidly, exposing new hazards. The clay surfaces become especially slippery, increasing the risk of accidents and complicating emergency response scenarios.

In its current state, Micalago Road is not fit for purpose. I strongly believe that sealing the road is the most effective solution to improve safety for all users and provides residents with an appropriate thoroughfare.

While I understand there is a request for consideration of a sealing project comprising of staging (from Monaro Highway to Railway Bridge, Railway Bridge to Iron Ore Mine, and Iron Ore Mine to Karinya Plains Road), I urge the Council to consider prioritising the project as a single, comprehensive initiative. The road requires urgent attention to ensure safety and functionality.

Thank you for your consideration of this matter.

Sincerely,



Sub 113.pdf

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:11 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 Sealing of Micalago Road  
**Attachments:** Lower control arm.jpg

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 7:58 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 Sealing of Micalago Road

Stephen Dunshea

Chief Executive Officer

Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road.

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The current condition of Micalago Road is causing significant and ongoing damage to vehicles using the road. Reference to the photo attached, In June 2024 my vehicle suffered major damage to the control arm that attaches the front wheel to the vehicle. This failed whilst travelling at speed on the Monaro highway luckily not resulting in an accident. This component was fatigued from driving Micalago road and could have easily ended in injury or death of myself, family or surrounding motorist. This event has triggered me to go to every effort ensuring my vehicles are regularly checked and safe to operate, I am asking that the same level duty of care be completed on Micalago Road.

In April this year I had our family vehicles steering and suspension safety checked. Again, I incurred repair costs exceeding \$3,000 to address suspension damage caused directly by the poor road surface.

Sub 113.pdf

The current maintenance schedule, with grading only once every two years, has proven entirely inadequate for the needs of this road. Temporary fixes are no longer effective, and the level of deterioration continues to worsen, impacting safety and increasing costs for residents and users alike.

Sealing the road is the only sustainable and responsible long-term solution. I urge the Council to prioritise this upgrade as part of its upcoming planning cycle.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]



Sub 114.pdf

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:11 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road  
[SEC=UNOFFICIAL]

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 6:17 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road [SEC=UNOFFICIAL]

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council  
Snowy Mountain council and Councillors

Dear Stephen and Council and Councilors,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

We move to Micalago Road in 2022, we had not ever lived rurally as this was my husband's dream. We bought one of the early built homes from the 1980s and have spent all our savings in renovating our forever home.

My husband and I commute to Canberra daily, we bought new cars that reflected the increase in travelling. Neither of expected that our cars would start to deteriorate so quickly as our road is not regularly maintained.

Sub 114.pdf

We have endured the traffic from the quarry and now as a result of the redevelopment, all impacting significantly on our substandard road. We cannot ride our bikes or consider walking along our road, again as the road is not maintained sufficiently and the surface inconsistent.

Neither my husband or did not think that the rates we pay, would not be directed to our road and the potential to seal the road, our rates do not cover, water, sewage, lighting or rubbish collection- all self-sustained.

Council, I would ask you come and visit our road, determine if you feel safe, safe to let you children walk, ride bikes, teach your kids to drive or even just wander to the neighbours, all cannot be done- it's just not safe.

This year we have needed to cancel special family events, milestone birthdays due to the road, our family and friends cannot navigate the road when not driving 4-wheel drives.

Finally, I am scared at times navigating the dangerous parts of the road, I am advised that existing grading schedule of every two years has been proven totally inadequate for Micalago Road.

Sealing this road is the only viable solution. Please Counsellors listen to the residents of Micalago Road.

Yours sincerely

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



[REDACTED] the traditional owners of country throughout Australia, and their continuing connection to land, sea and community. We pay our respects to them and their cultures, and to elders both past and present

Sub 115.pdf

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.  
I have read the Draft plan and our Road was not even included in it.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I am extremely concerned about the how dangerous our road becomes and it needs to be regularly repaired going forward and the sealing of the road need to be started.

We are also still needing to travel through the village as the section from the Creek to the highway was ruined by the rain and there was no gravel so it was boggy, slippery it was like driving on cream.

I have witness ambulance having to travel at a snail's pace to get to a patient. This delay may cost somebodies life one day. This really concerns me as I worry about my aging father and the response times of emergency vehicles if he needs assistance and there are many families on this road that may need help for many reasons.

I would hope that sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

Sub 116.pdf

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.  
I have read the Draft plan and our Road was not even included in it.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I am extremely concerned about the how dangerous our road becomes and it needs to be regularly repaired going forward and the sealing of the road need to be started.

We are also still needing to travel through the village as the section from the Creek to the highway was ruined by the rain and there was no gravel so it was boggy, slippery it was like driving on cream.

I have witness ambulance having to travel at a snail's pace to get to a patient. This delay may cost somebodies life one day. This really concerns me as I worry about my aging father and the response times of emergency vehicles if he needs assistance and there are many families on this road that may need help for many reasons.

I would hope that sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]

[REDACTED]

Sub 117.pdf

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I am extremely concerned about the how dangerous our road becomes and it needs to be regularly repaired going forward and the sealing of the road need to be started.

"The road is unbearable at times I have a chronic pain condition that is expatiated by the poor conditions of the road. The constant vibration of the pot holes and corrugation flares up my pain.

Our delivery drivers for groceries and gas are also complaining about how bad our road gets many hates seeing our address on the delivery run.

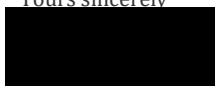
I have witness ambulance having to travel at a snail's pace to get to a patient. This delay may cost somebodies life one day.

I would hope that sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely





Sub 118.pdf

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I am extremely concerned about the how dangerous our road becomes and it needs to be regularly repaired going forward and the sealing of the road need to be started.

"The road is unbearable at times I have a chronic pain condition that is expatiated by the poor conditions of the road. The constant vibration of the pot holes and corrugation flares up my pain. This has resulted in multiple days off work and Doctors appointments. This could result in me having to sell up and leave.

Our delivery drivers for groceries and gas are also complaining about how bad our road gets many hates seeing our address on the delivery run.

I have witness ambulance having to travel at a snail's pace to get to a patient. This delay may cost somebodies life one day.

I would hope that sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely



Sub 119.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:11 AM  
**To:** Corporate Planning  
**Subject:** FW: Sealing of Micalago Rd.

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 5:14 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Sealing of Micalago Rd.

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The continual state of disrepair of our road is extremely dangerous. The stretch of road from the highway to the bridge is so bad that traffic is unable to use the road and instead detour through the village. This increased traffic poses an increased risk for accidents in the village.

The road is causing damage to our cars; we recently had to have the suspension repaired on two of our 4WD's, this is costly and not affordable to be carried out continuously.

Our children are at risk when walking home, which we only let them do when absolutely necessary, due to cars being all over the road as the road is dangerous and causes cars to slide over the road.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards

[REDACTED]  
[REDACTED]

Sub 120.pdf

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:12 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 5:08 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

My husband and I have lived at [REDACTED] since 2019 and we have watched the condition of the road deteriorate more rapidly every time it is graded. As more houses are built on Micalago Road, the number of vehicle movements per day is increasing steadily, and in particular the number of heavy vehicle movements. Delivery vehicles are bringing building materials and construction equipment to build new houses, or groceries and other shopping to residents. The regrettable grant of a DA on the site of the old quarry brought a completely ridiculous number of massive trucks onto the road, and while work on the site is currently paused it is inevitable that the owner will resume operations as soon as he can, and the road will once again be shredded in a matter of days.

The road was graded recently, and I took the opportunity to have a chat to the crew doing the work, to thank them for their efforts: even they agreed that sealing the road would be more sensible than continuing with the existing grading schedule, which is totally inadequate to the needs to the community. Even if the road was graded annually the surface would still break down in a matter of months, simply because of the amount of traffic.

Sub 120.pdf

I assume that funding this work would have to be done by getting a grant from the state government: if you can provide us with the details of how this would work and who has to be lobbied, I can assure you that the local community is both willing and able to campaign to get our road sealed.

Regards

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Sub 121.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 8:12 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 4:51 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>  
**Cc:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Traffic has been diverted along Ryrie Street through the village due to the treacherous state of Micalago Road, particularly from the bridge to the Monaro Highway. Sealing Micalago Road is the only viable solution.

Yours sincerely,

[REDACTED], Michelago, NSW

Sub 122.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 9:15 AM  
**To:** Corporate Planning  
**Subject:** FW: Re:SMRC Operational Plan 2025-2026-Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 3 June 2025 9:06 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; smrcouncillors@snowymonaro.nsw.gov.au  
**Subject:** Re:SMRC Operational Plan 2025-2026-Sealing of Micalago Road

Dear SMRC

I am writing to request the upgrading and sealing of Micalago Road Michelago to be included in the Snowy Monaro Regional Council Operational Plan 2025-2026

As the road has had a substantial increase of new developments and traffic the scheduled Grading of the dirt road is no longer enough , even though council graded the road only 2 weeks ago it has already deteriorated significantly ( worse than pre Grading 10years ago), I feel that the amount of traffic and use has increased by such an amount that the only financially viable solution is the sealing of the road otherwise grading would need to be done much more frequent to ensure the safety of road users and minimise vehicle damage, however my primary concern is the absolute insane time it takes an ambulance to attend medical emergency, an Ambulance takes nearly as long to travel 3 kilometres down Micalago road then what it takes to get to get from Queanbeyan to Michelago village.

When we moved to Micalago road it was being Graded every 12 month which then got moved to 18month and now been stretched out to 24month , in the meantime traffic has more than doubled **not including the trucks going to the controversial landfill site.**

Thanks

[REDACTED]

Sub 123.pdf

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 7:26 PM  
**To:** Stephen Dunshea  
**Cc:** SMRC Councillors  
**Subject:** Micalago Road concerns

Dear Stephen and the SMRC council team,

My name is [REDACTED] and my property is on Micalago RD. I am writing to you to ask if you could please include the upgrading and sealing of Micalago RD in the operational plan 2025/2026? I am really grateful that the council recently graded the road earlier than scheduled, it was getting really bad and was verging on being unsafe. Due to the amount of traffic that is now utilising the road including the trucks for the quarry the road is now getting potholed and dangerously corrugated within a couple of months of being graded. Even quicker if we have decent rain. I am very concerned that there is going to be severe damage done to residents cars, or even worse an accident. There are more subdivisions being done in the area and so this problem is only going to be further exacerbated if something isn't done. I think that given the speed at which the road is getting unsafe it would be much more effective to seal the road and thus negating the need to constantly grade and fix the road which is now being used by regular traffic. Given that roads such as Avon View road and the like closer to Jindabyne was recently sealed, and that these roads don't have anywhere near the traffic flow of Micalago road, this request isn't a unreasonable one.

I really appreciate your time in considering this request and look forward to hearing the outcome.

Kind Regards,

[REDACTED]

Sub 124.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 9:44 AM  
**To:** Corporate Planning  
**Subject:** FW:

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Tuesday, 3 June 2025 9:43 AM  
**To:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:**

Chief Executive Officer

Snowy Monaro Regional Council

Dear Council members,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I hope that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.



Sub 124.pdf

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. From previously living on Tinderry road, I know the quality of the road can significantly impact quality of life (from more car maintenance costs to difficult getting ambulances and adequate medical support). Considering future plans to commute growing the number of houses and therefore road use, Sealing Micalago Road is the only viable solution.

Yours sincerely,

[REDACTED]

[REDACTED], Michelago NSW 2620

Sub 125.pdf

[REDACTED]  
03, 06, 25

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Mr Dunshea,

As a Michelago village resident, I would like to request that Micalago Road be upgraded and sealed, and that this be included in the Council's Operational Plan for 2025 – 26.

Micalago Road is used by a large number of vehicles and the existing grading schedule has proved to be totally inadequate. This not only creates difficulty for the residents of Micalago and Karinya Plains Roads, but also for residents of Ryrie Street, as traffic is diverted that way.

The new section of Ryrie Street towards the bridge is carrying frequent and often heavy traffic. It was designed with no footpaths although families and animals use it for recreational exercise. We, the residents at that end of the village, tried to become involved in the design but were told that plans were already approved. It would at least mitigate the disadvantages if traffic could flow freely through Micalago Road.

Speed humps and a 40 kph speed limit would also reduce the risk to pedestrians.

Yours sincerely,  
[REDACTED]

Sub 126.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 10:30 AM  
**To:** Corporate Planning  
**Subject:** FW: Micalago Road Upgrade and Sealing

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Tuesday, 3 June 2025 10:29 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Micalago Road Upgrade and Sealing

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

I drive on Micalago Road to visit relatives, and find it impossible to dodge all of the ruts and potholes.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Regards,

[REDACTED]  
[REDACTED]

Sub 127.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 10:48 AM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Tuesday, 3 June 2025 10:47 AM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

While I do not live on Micalago Road, my sister, brother-in-law and my niece and nephew live on Bendemeer Lane and need to travel on Micalago Road to get to their home. They have lived there since June 2019 and since then I have visited many times for various reasons. This includes visiting with my children so they can play with their cousins, attending birthdays and family Christmas functions, helping with horses, as well as looking after the place when they are away. Additionally, one of my horses lives with them so their daughter can ride him and I often have to transport horses to and from their property with my horse float.

Sometimes the condition of the road is reasonable, particularly immediately after grading. Other times it is very rough, full of big potholes and potentially dangerous. When towing horses along this road I often have to crawl at about 10 km/h as it gets too bumpy for the horses if I go any faster and I need to weave around all the potholes.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

[REDACTED]

2025

Sub 128.pdf

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**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 12:23 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago NSW 2620

**Records Snowy Monaro**

Direct 1300 345 345

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**From:** [REDACTED]  
**Sent:** Tuesday, 3 June 2025 12:04 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road, Michelago NSW 2620

Dear SMRC Council, Stephen,

I am writing to address the consistently very poor and dangerous condition of Micalago Road. The existing schedule for grading is every two years. This is proving to be completely inadequate. It takes very little time after each maintenance re-grade for the road surface to deteriorate to the condition it was before the grading took place, usually less than a month and even less after rain.

I request that you consider the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26. Some of the issues I have listed below have made this road unsafe and damaging to our vehicles.

**The Potholes:** After grading the potholes are somewhat "filled" in but the soil inside remains soft and un-compacted because the steamroller does not compact into the holes. Therefore they are still vulnerable to tyres bumping over them dislodging the dirt easily, and made much worse after rainfall. The number and size of the potholes has dramatically increased over time and it is not possible to traverse the road without swerving all over the road to avoid as many as possible, many of which cannot be seen until it is too late to avoid dropping into another bigger one. Wet road conditions also make this swerving very dangerous as a lot of the re-graded material ends up on the side of the road which then gives way if you drive over it. The "drainage" channels also fill up with water and if there is enough rainfall this spreads across the road again washing away any re-graded material and softening the edges of the potholes opening them up further.

Sub 128.pdf

**The Corrugations:** Are severe. Travel is only possible at low speed. At higher speed, and I'm only talking 60km here, is useless to try to skim over the worst of the corrugation because of the potholes and corrugations combined make it dangerous. Slow speed at times 20km is the only way to travel to avoid the worst of damage to my suspension despite it being a 4wd.

As my husband mentioned, the driver of a company that transports potable water in the area said, that one time he delivered water to a property, and the road was so bad, that it caused \$5,000 in damage to the truck's suspension. Adding, that, in future, if the road is not maintained, the company will cease deliveries until the road is re-graded/maintained. Some people also rely on gas deliveries so this may also be an issue for these companies also.

**Emergency vehicles:** Need good access and safe conditions to drive swiftly to any emergency situation. We recently witnessed an ambulance travelling very slowly inbound along Micalago Road, presumably responding to an emergency call. This could have been a life and death situation, we don't know but the extra time they had to take to get to where they needed may have made all the difference if it was.

The stretch between the highway and the bridge has been unusable for several months and the people who live along Micalago road have been diverting through the village now that the bridge has been finally finished which has caused consternation from the villagers.

The "feeder lane" from the highway into Micalago road is dangerous. Virtually non existent, it is always in very poor condition and the entrance usually has some decent size potholes in the small portion sealed at the mouth of the road. It is frightening to try to slow from 100kmph to make this turn safely when you have cars and trucks too close behind especially when another vehicle is waiting to exit on the left outbound side.

There is also a concern (and we believe some action about) the asbestos washed from the Iron Ore park onto property along with the damage that was done by the high heavy traffic access and egress for there. Has there been any investigation that this may have also washed on the road and had become airborne? Each time any vehicle travels on the road there are plumes of dust rising and travelling over many properties.

The sealing of Micalago Road from the Monaro Highway to at least Karinya Plains Road, seems to be the only viable long term solution that will remove the need for the constant spending on this ineffectual and infrequent re-grading. We pay rates but we don't have the benefit of any services except this, which provides at best a very short term band aid solution. If this area is to be opened up for subdivision as has been proposed, then this road will not survive and our property values will be as degraded as the road.

Regards

[REDACTED]

[REDACTED],

Michelago NSW 2620

Sub 129.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 12:54 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26

**Records Snowy Monaro**

Direct 1300 345 345

---

**From:** [REDACTED]  
**Sent:** Tuesday, 3 June 2025 12:51 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

**SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge.

Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily. As a result, Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region.

The existing grading schedule of every two years has been proven totally inadequate for Micalago Road. Sealing this road is the only viable solution.

Yours sincerely

[REDACTED]  
(and local Michelago region road user)

Sub 130.pdf

**Ashleigh Prowse**

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**From:** Records Snowy Monaro Regional Council  
**Sent:** Tuesday, 3 June 2025 2:03 PM  
**To:** Corporate Planning  
**Subject:** FW: SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Records Snowy Monaro**

Direct 1300 345 345

**From:** [REDACTED]  
**Sent:** Tuesday, 3 June 2025 1:48 PM  
**To:** Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

**Re: SMRC Operational Plan 2025-26 – Sealing of Micalago Road**

Dear Council members

We are visitors to your shire, and regularly when road conditions permit, to visit good friends along Micalago Road. However the surface, safety and durability of this road concerns us, as we fear risking an accident or serious tire blow out, and hence we are writing to ask you and your council members to consider upgrading and sealing Micalago Road. We join local residents in urgently requesting the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26. The sealing could be undertaken in segments, commencing with the section from the Monaro Highway to the railway bridge. Micalago Road and Karinya Plains Road, a feeder road, have in total 56 houses. There are more development proposals in the pipeline – 12 or so more houses will follow. Nearly everyone who lives there commutes daily, and many visitors come through to see their friends who have made your shire their home. As a result, we understand that Micalago Road is the busiest unsealed road in the Michelago region, and most likely, one of the busiest in the whole Snowy Monaro region. The existing grading schedule of every two years has been proven totally inadequate for Micalago Road.

Sealing this road is the only viable solution.

We shall await your advice on this request, and remain

Yours sincerely,

[REDACTED]  
[REDACTED]



Sub 131.pdf

**Ashleigh Prowse**

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**From:** Stephen Dunshea  
**Sent:** Tuesday, 3 June 2025 5:18 PM  
**To:** Ashleigh Prowse  
**Subject:** FW: Micalago Road

**Stephen Dunshea**  
Chief Executive Officer  
Direct (02) 6451 1692

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**From:** [REDACTED]  
**Sent:** Tuesday, 3 June 2025 5:11 PM  
**To:** Stephen Dunshea <Stephen.Dunshea@snowymonaro.nsw.gov.au>; Records Snowy Monaro Regional Council <council@snowymonaro.nsw.gov.au>; SMRC Councillors <SMRCCouncillors@snowymonaro.nsw.gov.au>  
**Subject:** Micalago Road

I am writing to add my support to the residents of Micalago Road in their attempts to get the road properly sealed. Whilst I do not live on Michelago Road, I have driven along it many times. My daughter, son-in-law and grandchildren live at number [REDACTED] and have done since 2022.

The increased traffic flow including new residents, construction traffic, delivery vehicles, water and septic trucks, meter readers, emergency vehicles etc has caused the road to fall into disrepair and become unsafe. Each time I use this road the deterioration is more evident and worse after rainfall.

Rural residents pay their taxes just like suburban residents (probably more) and they are entitled to have a safe road on which to travel. Large potholes, deep corrugations and areas subject to flood events are quite simply not good enough.

Micalago Road is no longer fit for purpose, in its current state and urgent consideration for sealing is the only option.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]

Sub 132.pdf

**Ashleigh Prowse**

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**From:** [REDACTED]  
**Sent:** Monday, 2 June 2025 10:19 AM  
**To:** Stephen Dunshea  
**Cc:** SMRC Councillors  
**Subject:** Sealing of Michelago Road

Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Dear Stephen,

SMRC Operational Plan 2025-26 – Sealing of Micalago Road

I am writing to request the upgrading and sealing of Micalago Road.

I urgently request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

The state of disrepair of the road is extremely dangerous. The stretch of road from the highway to the bridge is so bad that traffic is unable to use the road and instead detour through the village. The extra traffic poses an increased risk for accidents in the village.

When the road is used it causes damage to cars; recently my children had to have the suspension repaired on two of their 4WD's, this is costly and not sustainable.

My grandchildren are at risk when walking home from the school bus due to cars being all over the road trying and failing to avoid the corrugations. The road is dangerous and causes cars to slide and bounce.

The existing maintenance schedule of every two years has been proven totally inadequate. Sealing this road is the only safe and viable solution.

Regards

[REDACTED]

Sent from my iPhone

Sub 133.pdf

**Ashleigh Prowse**

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**From:** [REDACTED] >  
**Sent:** Monday, 2 June 2025 10:18 AM  
**To:** Stephen Dunshea  
**Subject:** SMRC Operational Plan 2025-26 – Sealing of Micalago Road

Dear Stephen,

I am writing to request the upgrading and sealing of Micalago Road.

I request that the sealing of Micalago Road be included in the Snowy Monaro Regional Council's Operational Plan for 2025-26.

As [REDACTED] I have witnessed an increased volume of traffic on Ryrie Street from Micalago Road. This is due to the poor condition of Micalago Road and drivers using the village as an exit route to the highway. This increase in traffic through a school zone produces several significant negative impacts particularly on student safety, community wellbeing and environmental quality. My primary concern is student and pedestrian safety, more vehicles increase the chances of collisions with students, especially during drop of and pick up times.

The existing grading schedule of every two years has been proven inadequate for Micalago Road. Sealing this road is the only viable solution.

Thanks for you time to consider this request.

With regards,

[REDACTED]

[REDACTED]

*Always was, always will be Aboriginal land.*

*I am sending this email at a time that is convenient for me. You do not need to reply or action anything outside of your regular work hours.*

\*\*\* This message is intended for the addressee named and may contain privileged information or confidential information or both. If you are not the intended recipient please notify the sender and delete the message. \*\*\*

Sub 134.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Thursday, 29 May 2025 3:52 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

[REDACTED]

---

**Please provide your feedback on the revised 2022-2026 Delivery Program**

Delivery Plan Business Unit: Community Services Service Area: Open Space and Recreation • No mows are scheduled during winter. • Pruning and tree works will be scheduled throughout the autumn and winter months • Council's reactive program will triage requests and incorporate those into regular maintenance activities unless the nature of the required works or the assessed risk indicates a different response is required. There are limited funds available for reactive works. During the no mowing months, could track repair be scheduled on Reserves. The poor soils around the town reserves have cause regular erosion on walking tracks. This results in some sections of track being unsafe. It would be of mutual benefit, to develop a register of sections of tracks that need repair. These in turn would then be repaired during the winter, autumn months. Often a small repair or re-direction of water flow settles the track and prevents further damage. This would be a great opportunity for community and council to work together. This would result in safe tracks and greater community use.

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Sub 135.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Friday, 30 May 2025 8:07 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

S [REDACTED]

---

**Please provide any additional feedback here**

Please increase rates for short term holiday properties to help cover financial debt

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Sub 136.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Sunday, 1 June 2025 5:04 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

[REDACTED]

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**Please provide your feedback on the draft Fees and Charges**

Unfortunately I have been unable to view any of these documents as I cannot work out how to even scan let alone see anything on my phone. Jindabyne office kindly gave me the tiny piece of paper but I cannot proceed

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**Please provide your feedback on the 2025-2026 Operational Plan**

See above

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**Please provide your feedback on the revised 2022-2026 Delivery Program**

See above

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**Please provide your feedback on the draft Long Term Financial Plan 2023-2033**

See above

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**Please provide your feedback on the draft Revenue Policy 2025-2026**

See above

Sub 136.pdf

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**Please provide any additional feedback here**

I have been a rate payer in Jindabyne for 50 years and would really like to see the basic needs addressed e.g. Footpaths ( making sure prams and wheelchairs can use them)clean streets, maintained gardens - without environmental weeds featuring, toilets maintained to a modern standard including disabled, council fences eg medical centre, replaced - THEN - the environmental weeds ,as in succoured weeds removed, including Widows Creek which is a disgrace. THEN , perhaps new great ideas for the town could be addressed, such as aged care. I think that is enough for now. Thank you

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Sub 137.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Monday, 2 June 2025 6:42 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

P [REDACTED]

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**Please provide your feedback on the 2025-2026 Operational Plan**

I'd like to support the continuation of the mobile library service in its original form, ie. putting the library truck back on the road to service the villages around Cooma. I feel it provides a really important service to those communities - not just that those people are able to take the time to browse through the books, but they're also able to meet & chat with other borrowers. In an age when we're bombarded by the Mental Health message by every level of government, every time we turn around, it's ironic that one of the most important services provided by Council in that area has been discontinued for those who live in those areas.

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Sub 138.pdf

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**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Monday, 2 June 2025 8:08 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]-Cooma resident

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**Email**

d [REDACTED]

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**Please provide your feedback on the draft Fees and Charges**

No comment

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**Please provide your feedback on the 2025-2026 Operational Plan**

No comment

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**Please provide your feedback on the revised 2022-2026 Delivery Program**

No comment

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**Please provide your feedback on the draft Long Term Financial Plan 2023-2033**

No comment

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**Please provide your feedback on the draft Revenue Policy 2025-2026**

No comment

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**Please provide any additional feedback here**

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Sub 138.pdf

I struggle to understand why Cooma, which has the largest concentration of residents in the SMRC area, and located only 20 minutes drive from Bredbo and Nimmitabel does not have an indoor year round operational swimming pool. Jindabyne with a much smaller population has such a facility but is 45 minutes drive from Cooma and Thredbo which is only 20 minutes from Jindabyne also has a year round swimming facility. The Cooma district hospital provides such a facility but it is set aside for health and rehabilitation purposes requiring a medical referral to access this facility. Swimming is a very beneficial activity for health and fitness and should be an available service for everyone in the comma and northern region of the SMRC area. There has been previous plans to enclose the existing Cooma public pool but for some reason this has fallen through? If the numbers add up in terms of patronage, (although it would be difficult to ascertain this figure given we don't have an all seasons operational pool) then I think this should be a priority project for the Council to pursue for the benefit for everyone in the central, northern and eastern towns of the region.

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Sub 139.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Tuesday, 3 June 2025 4:44 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

[REDACTED]m

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**Please provide your feedback on the draft Fees and Charges**

Would like to ask that local Pony clubs are also exempt from fees for sporting grounds in line with council policy of not charging fees for Junior sport.

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**Please provide any additional feedback here**

Oops, ran out of time

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Sub 140.pdf

Submission prepared by [REDACTED] on behalf and in conjunction with the [REDACTED]

Submission: Improving Community Access to Integrated Planning & Reporting (IP&R) Documents

There is broad community consensus that the current presentation of the Integrated Planning and Reporting (IP&R) documents is overly complex and difficult to interpret. In their current form, these documents limit meaningful engagement and risk excluding many community voices.

To address this, we recommend that Council take the following steps:

1. Create Simplified Overview Documents  
These should clearly highlight where there are significant changes or new directions—beyond routine operations. The documents must be written for a general audience and structured to support genuine community understanding.
2. Trial Alternative Formats  
Current formatting prioritises print, with portrait layouts and extensive visual filler. The documents are not user-friendly for screen reading—particularly on mobile devices, where most residents will access them. We recommend Council produce an HTML version optimised for digital use, stripping out unnecessary imagery and introductory material to improve functionality.
3. Extend the Consultation Period  
The current 28-day consultation period is inadequate for material of this volume and complexity. We urge Council to extend the timeframe to a minimum of six weeks. While this would require starting internal planning earlier, it would vastly improve consultation quality and community feedback.
4. Groups should be invited for closure consultation rather than expecting long and details submission.
5. Introduce an Executive Summary  
An accessible summary of major changes, proposals, and their rationale is critical for context and engagement. At present, many ratepayers do not know where to begin, and key points are buried across multiple documents.
6. Provide Navigation Guidance  
With content spanning six lengthy documents, Council must offer a clear reading guide or flowchart to help readers identify relevant sections quickly and efficiently.

Sub 140.pdf

#### Revenue Policy, Fees and Charges, Operational Plan

##### Revenue Policy

The continuation of existing rebate levels—despite widespread charge increases significantly above inflation—appears inequitable. Many ratepayers are facing financial strain, and a review of the rebate framework is overdue to restore fairness and ensure targeted support.

We also note that council-issued credit cards have increased from 34 to 39, and spending has risen by 20%. For a Council that identifies as financially constrained, this is concerning. There is a need to tighten discretionary spending and enforce stronger accountability measures.

##### Fees and Charges

We appreciate the consistency in formatting. However, the 7% increase in water usage charges—now \$3.89/kL, which is over 30% higher than Icon Water—requires clear justification. Council should adopt a principle where all charges increase annually by CPI unless explicitly stated otherwise. Above-CPI increases should be clearly marked (e.g., in a different colour or format) to ensure transparency.

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#### Operational Plan

##### 1. Format and Content Changes

The revised format makes the document harder to navigate. The omission of the “Towards Excellence” program raises questions—has it concluded? If so, what were the outcomes? Performance targets are a welcome addition, but we expect outcomes to be tracked and reported publicly to maintain transparency and drive improvements.

##### 2. Staffing and FTE

- The Executive Office has increased to 9 FTE. Is this correct? The \$3.5M budget for this unit represents a significant portion of overall employee costs with little apparent justification.
- A reduction in Development Assessment (from 12.5 to 11.7 FTE) raises concerns—are development volumes down, or is this a resource constraint?
- The amalgamation of Public Health and Environment, alongside an FTE cut, is concerning. Targets like noise complaint investigations (target: 40, funded for: 2, optimal: 5) seem arbitrarily set. What evidence or modelling supports these figures?

##### 3. Tourism and Service Delivery

An 8 FTE allocation to tourism appears out of balance. Council is not resourced to effectively grow a sector that comprises 70% of the region's gross product. We recommend a streamlined approach: optimise visitor centres through volunteer models and form exclusive marketing partnerships with Tourism Snowy Mountains for inbound and intra-LGA tourism.

##### 4. Clarification Requests

- Can Council clearly distinguish between legislatively required services and fee-for-service offerings?

Sub 140.pdf

- With \$420K in grant funding for the Weeds Strategy, is there not an ongoing obligation for the State Government to fund this area annually?
- Should Council exit the building certification space and leave it to private providers to reduce cost?
- What is the net cost of ranger services vs fine income? Who handles illegal camping—Council or NPWS?
- What is the total net cost of community support and transport programs?
- 5. Libraries & Recreation
  - What community feedback supports ongoing funding for the library truck and 70 children's programs? With the Jindabyne library underutilised and new school libraries available, should Council consider alternative uses for this building?
- 6. Waste Management & Projects
  - Is the \$500K for the Jindabyne Transfer Station sufficient? Does this cover design only, or include construction?
- 7. Infrastructure, Roads & Facilities
  - How many depots does Council operate?
  - KIP's 70% on-time delivery rate is below expectations—what's being done to improve this?
  - The Jindabyne toilet upgrade (\$935K) deserves public consultation. Originally funded at \$1.5M via the amalgamation grant, what happened to the remaining funds?
  - The Jindabyne Action Plan (2009) called for toilet relocation to create a corridor between shopping areas. Why has this strategic direction been ignored?
- 8. Governance & Planning
  - Numerous old resolutions (P80) remain unrepealed. Should these be rescinded or updated?
  - Fluoridation consultation for Bombala should be a priority.
  - The \$5M allocation for Cooma Snowy River construction seems premature—scoping must come first.
- 9. Fleet & Equipment
  - Does Council subscribe to IPWEA standards? Equipment purchases should be disclosed to councillors.
  - Hybrid vehicle updates should be removed. Telematics and usage data must be shared with councillors for informed decisions.
- 10. Policy & Compliance
  - Is the UCC policy compliant with current Ombudsman guidelines? Many internal policies are outdated and should be prioritised for review.
- 11. HR & Training
  - Many HR initiatives lack clear metrics or budget (e.g., skin checks, employee value proposition, Civica training). These should be refined or removed.
  - Recruitment timelines (one month) are insufficient as standalone performance measures.
  - Work experience programs should only be listed if active and measurable.
- 12. Capital & Budget Transparency

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- High-cost items (e.g. waste fleet: \$3.6M; general fleet: \$2.5M) need explanation.
  - The allocation for Smiths Road (\$103K) must be compared against more urgent priorities like Micalago Rd.
  - The LGNSW membership (\$45K) should be reviewed—what measurable benefits are delivered?
13. Facilities & Priorities
- What justifies the Berridale Pool's \$155K budget, particularly when similar investments are made in Bombala, Jindabyne, and Cooma?
  - Is the \$145K for footpaths for new works or maintenance? Is there a broader footpath strategy? Jindabyne requires urgent prioritisation:
    - Footpaths are lacking in several key areas of the town.
    - Winter population surges increase pedestrian safety risks.
    - Community members have provided a detailed colour-coded footpath priority list.
    - A path is urgently needed at the lower end of Gippsland Street (Park Rd to Munyang)—a high-traffic area and a known nighttime safety concern.

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#### Summary & Final Observations

We were disappointed by the continued lack of clarity regarding the former school site in Jindabyne. While the DCP appears approved, no plan has been finalised. Developers note the block is not economically viable as a single project and may require subdivision. This site is critical to the town's future, and Council must advocate more actively for a resolution. Ongoing inaction is contributing to site deterioration and vandalism.

Given the 10.75% rate increase last year and user charges rising at twice the inflation rate, we do not believe Council has made a strong enough case for further rate structure increases.

Submission prepared by [REDACTED] on behalf and in conjunction with the [REDACTED]

Sub 141.pdf

# **SUBMISSION REGARDING THE OPERATIONAL PLAN 2025/26**

## **GENERALLY**

I am not impressed with the wordy document presented to the public for comment. The documents lack real detail to the works proposed and the descriptors presented do not appear to reflect what council is proposing for the next 12 months. The document is too fragmented to make any real sense of it so I make my comments on only a few sections. I really wonder how many councillors have read and fully understand the proposed programs from the documents put before them. All of them I hope!

## **LACKING DETAIL**

Within the Infrastructure Portfolio there is nothing to assure the residents and ratepayers that something is actually going to happen other than business as usual. I realise routine road maintenance can't be listed as it is flexible by nature but planned activities such as reseals and heavy patching should have location and financial details listed to allow operations staff to plan the execution of the activities.

Where is

1. The detail regarding the plant proposed for replacement
2. The detail of which sections or roads to be reconstructed
3. The detail of which bridges are to be repaired/replaced
4. The detail of which footpaths are to be replaced/constructed
5. The details of kerb and gutter proposed to be replaced
6. The detail of proposed building repairs/replacements
7. Sewer pump stations replacement
8. Water mains replacement.....and the list goes on

The document shows figures plucked from the air with no semblance of any detailed work estimates or without any relevance to a planned asset maintenance and replacement program based on any reliable and current data. Most of the works proposed have a TBD following the descriptor which indicates to me there is no planned approach to the works proposed. They are simply amounts of cash waiting to someone to find a spot to spend it. The roads budget has over \$38M allocation with no detail. I could find no reference to linemarking or signposting, both of which are very important for road safety.

## **SPECIFICALLY**

### **Customer contact reforms**

I suspect this proposal is doomed to failure because many calls to council require contact with specific officers regarding a particular issue. Customer service officers simply cannot be expected to have the knowledge or access to detail to give the required answers as a one stop shop. There should be already in place basic information available to the CSO's relating to specific sections where officers can either answer a question or know who to refer the request to.

### **The Staff Structure**

The structure of the staff in this council is part of its financial problem. Chiefs have portfolios that don't relate to the function. Example the Fleet, Asset Management and Civic maintenance/parks and gardens should be within the Infrastructure portfolio. Only with a reallocation of functional areas will efficiencies and financial improvement result through an increased flexibility in the staff allocations to required works. Libraries would possibly be a better fit as part of the Governance section. That whole of functions should be part of Councils review of the staff structure.

SUBMISSION ON 2025/26 OPERATIONAL PLAN

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**Scheduling teams**

This is a totally unnecessary proposal and a waste of scarce financial resources. The existing management should be more than capable of scheduling the works proposed for the year. For a standalone scheduling team to prepare the schedule they will need to consult with the staff appointed to do the work anyway. Once a schedule is created and there is an impediment due to factors such as weather or plant breakdowns the work has to be rescheduled at even greater cost due to the need to reconult with the workers doing the job

The flow of information from executive level to the workers at the coalface should just be part of good human resource management. Weekly or fortnightly portfolio meetings are by far the best way of scheduling work to ensure there is no conflict across the portfolio. Creating scheduling teams just puts another cog in the management wheel without fixing the broken bits.

**Staff Numbers**

It is disappointing to once again see an increase of more than 12 positions. The NDIS function is being disbanded so there should be some positions shed from that action. The roads section is being reduced by 5 employees so what does that say about council's commitment to improve the maintenance of those assets. We see an addition staff of 3 being appointed to co-ordinate the failed Towards Excellence program and 1 additional staff member being appointed to the Executive. Once again the organisation is becoming more top heavy and all this is happening before Councillors have reviewed the staff structure. The operational plan states that "the business improvement program has been developed to implement a new way of working that is focused on a planned approach to our activities". A planned approach to activities should already be business as usual. There is obviously a breakdown in communications within the organisation for a planned approach not being possible within the existing staff structure without the need to introduce yet another level of management.

**Biosecurity**

This is one area that has consistently failed to deliver any worthwhile outcomes despite the huge amount of funding allocated to it. Weeds flourish in the whole area including parks and reserves, urban footpaths, road corridors and private and government owned land. The resources wasted in this area for no gain is a tragedy. I have observed African Lovegrass being sprayed in its mature stage within road reserves that have heavy infestations in properties both sides of the road reserve. That money is totally wasted. If any area requires a "deep dive" it is this one.

**Communications**

I note an action for 2025 is to establish a policy for inappropriate social media postings. That action is based on council resolution 203/23. That alone says something of the effectiveness of that team.

**Conduct Service Review Program**

Within the People and Organisational Performance portfolio, one of the delivery activities is to "facilitate service reviews as required under s406 of the Local Government Act 1993". Is council really serious when proposing to "conduct operational deep dives" into various operational areas? The plan states the work is to be done by external resources but there is no budget for the project so what does that say about commitment and planning?

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**Conclusion**

The document is full of statements that seem to have very little substance to back them up. I can appreciate the statutory requirement to relate the activities to the Community Strategic Plan but there must be a better way of presenting the information in a format that is easy to read, adequately described and without motherhood statements that have no recognizable substance.



Sub 142.pdf

**From:** [REDACTED]  
**To:** [Corporate Planning](#)  
**Cc:** [Michelago Hall](#); [REDACTED]  
**Subject:** Michelago Hall - Submission on Draft Fees & Charges 2025-2026  
**Date:** Tuesday, 3 June 2025 12:33:04 PM  
**Attachments:** [Michelago Hall - Proposed Fees and Charges 2025-2026.pdf](#)

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Hello

Attached is this Committee's Proposed Hire fees for 2025-2026 for the Michelago Memorial Hall.

**Please note**, not just the slight fee changes, but also the hire description wording as we wish to make it clearer and more straight-forward (eg; "Hall - Event (eg; Party)" and not "Whole Hall (incl.Cleaning fee)", along with the other changes in the attached document. We wish the final/published listing for the Michelago Hall hire to be as in the attached.

If there are any queries, or concerns, about our proposal, please contact myself before publication.

Kind regards

[REDACTED]  
*Secretary*  
*Michelago Memorial Hall & Tennis Courts S355 Committee*



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Sub 142.pdf

### Michelago Memorial Hall - Proposed Fees & Charges 2025/26

Fee Description	Year 24/25 Fee (incl.GST)	Year 25/26 Fee (incl.GST)	Unit	Statutory	GST
<b><u>Michelago Community Hall</u></b>					
Election Hire - non Local Government	\$380.00	\$420.00	per day	N	Y
Hall - standard (eg; meetings)	\$17.00	\$18.00	per hour	N	Y
Hall - Event (eg; party)	\$290.00	\$295.00	per event	N	Y
Refundable Deposit Bond - standard hire	\$170.00	\$170.00	per event	N	N
Refundable Deposit Bond - Party / Event	\$250.00	\$260.00	per event	N	N
Equipment Hire (Urn, Chairs, Tables, etc)	By arrangement with Hall Committee			N	Y

*NB: Some fee increases are small as we are trying to get more people to hire the hall and not have the cost too onerous.*

**Proposed and Approved unanimously by the Michelago Memorial Hall & Tennis Courts S355 Committee  
on 1 June 2025:-**

**Naomi Walton - Chairperson  
Jenny Wholohan - Secretary  
Belinda Sierzchula - Treasurer  
Cath Cotter - Bookings Officer  
Allan Lehepuu - Facilities Officer  
Leanne Pattison - MRCA Representative  
Anna Lucas - Committee Member**

Sub 143.pdf

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**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Tuesday, 3 June 2025 2:57 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

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**Email**

[REDACTED]

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**Please provide your feedback on the draft Fees and Charges**

The draft schedule is well-structured but lacks digital accessibility tools. Recommendation: Introduce an interactive online fee comparison tool or calculator to help residents understand changes and calculate household impacts. Fees for services like waste collection appear uniform despite higher delivery costs and reduced frequency in rural areas. Recommendation: Explore tiered pricing or subsidies for rural residents to ensure equitable costs, funded by efficiency savings or grants. Encourage online transactions by offering small discounts for digital payments (e.g., 5%) to improve efficiency and reduce admin burden. Fee transparency isn't just about spreadsheets it's about tools that let residents see what's changing and why.

---

**Please provide your feedback on the 2025-2026 Operational Plan**

The focus on core services like roads, waste, and stormwater is welcome and aligned with community priorities. However, digital enhancements (e.g., online payments, new website) are vague. Recommendation: Commit to a \$100k–\$200k pilot for a resident-facing app to enable service requests, maintenance tracking, and access to council services, prioritising rural connectivity for areas like Delegate. Recommendation: Add measurable KPIs to key goals: Repair 20% of priority roads by June 2026 Achieve 80% satisfaction with council communication Reduce service complaint response times by 25% Urban projects dominate, while smaller rural towns are underrepresented. Recommendation: Allocate 20% more to rural road repairs and expand community engagement in towns like Nimmitabel, Delegate, and Bredbo. A smart Snowy Monaro serves all its people digitally and geographically.

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**Please provide your feedback on the revised 2022-2026 Delivery Program**

The program aligns with Snowy Monaro 2035 CSP themes but rural representation in project delivery remains limited. Recommendation: Introduce a digital stream in the Delivery Program for service access tools, community engagement, and road maintenance analytics. Recommendation: Allocate \$500,000

Sub 143.pdf

annually to a Rural Infrastructure Fund for towns like Delegate, Bredbo, and Bombala. Expand pop-up consultation sessions in towns like Nimmitabel and Adaminaby (e.g., 2 additional rural sessions annually) and increase Zoom-based sessions to improve accessibility. Delivery means everyone is seen small towns, side roads, and underrepresented voices.

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**Please provide your feedback on the draft Long Term Financial Plan 2023-2033**

The LTFP appears to assume a Special Rate Variation without modelling a 'no-SRV' scenario. Recommendation: Provide alternative scenarios to show service impacts with or without an SRV, ensuring transparency. Over-reliance on rates is a risk. Recommendation: Explore public-private partnerships (e.g., for tourism or housing) and seek \$5M annually in federal support. Recommendation: Allocate \$1M over 10 years for digitisation projects aiming for a 10% operational cost saving. Add clear KPIs: Maintain a 5% operating surplus Reduce rate reliance by 10% by 2033 Good financial planning means preparing for all outcomes, not just the best ones.

---

**Please provide your feedback on the draft Revenue Policy 2025-2026**

The current policy applies uniform rates across vastly different communities, without reflecting real access to services. Recommendation: Explore differential rating to reduce burden on remote and low-access areas. Improve transparency using interactive budget and rate tools so residents can understand where their rates go. Ensure hardship support is clearly visible, with example case studies and an online application portal to guide residents.

---

**Please provide any additional feedback here**

Tourism is entirely missing from the IP&R documents, despite being a major driver of our local economy. Recommendation: Develop a Digital Visitor Economy Plan (\$150k–\$250k pilot) including interactive maps, self-guided tours, and local event/seasonal campaign promotion. Recommendation: Expand Zoom consultation sessions and improve promotion to increase engagement from young residents and remote communities. Tourism is a \$100M+ opportunity Snowy Monaro needs a stronger digital front door.

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Sub 144.pdf

**Ashleigh Prowse**

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**From:** Your Say Snowy Monaro <notifications@engagementhq.com>  
**Sent:** Tuesday, 3 June 2025 4:45 PM  
**To:** Gina McConkey; Ashleigh Prowse  
**Subject:** Anonymous User completed Feedback form 2025/26 IPR Suite

Anonymous User just submitted the survey Feedback form 2025/26 IPR Suite with the responses below.

**Name**

[REDACTED]

**Email**

[REDACTED]

**Please provide your feedback on the draft Fees and Charges**

Many of the charges appear to be increased nominally by an amount. It would be helpful to have some background as to the development of the various fees for service and an understanding as to how Council actually calculates and develops those fees.

**Please provide your feedback on the 2025-2026 Operational Plan**

The Development assessment area of Councils operation has been the topic of previous submissions by me. I will keep my response brief: 1. Fundamentally the process is flawed in my opinion and needs a complete review in consultation with all the stakeholders. A targeted approach to resolving issues throughout this process is needed. 2. Staff are competent and by and large great to deal with. However they are under resourced - there needs to be more of them to handle the workload in a timely manner that meets the needs of those willing to invest into our region. Waiting for responses is ridiculously time hungry (6 months for a response to submissions is not acceptable). 3. It is not necessary to have Engineers undertake ALL works inspections - this can and should be done by other lesser qualified people to free up the Engineers to do Engineering works that requires their expertise. 4. The development contributions plans are highly inadequate and do not address the identified growth areas of Council - mostly this relates to road and stormwater drainage inadequacies. 5. The apparent lack of any obvious strategic infrastructure coordination between the various arms of Council operations is a significant hindrance to the sustainable growth of this region. This is apparent to the development community ie developers, professional advisers and construction contractors. We are aghast that Council does not recognise this as a problem. Many, including me, have offered to participate with Council to review the process to everyone's benefit. Those offers have fallen on deaf ears. 6. Last year I congratulated Council for the initiative to review its Engineering Standards and to consolidate them into a single set for the region and to update them to from the last review in 2002. Premature congratulations unfortunately as this has NOT been delivered after 9 years of amalgamation. Simply no excuse to resolve this fundamental problem.



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**Please provide your feedback on the revised 2022-2026 Delivery Program**

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1. The delivery program provides some target measures - many of these set the bar very low. So it would seem the target is mediocrity - our region is better than that and we MUST be targeting excellence in line with the ideals of the Towards Excellence initiative. At this point the observation is sadly that the Towards Excellence delivery is simply smoke and mirrors - great words and nothing to show for it. 2. The results of the community feedback on service delivery surely is an indicator that something is not right with the services being delivered. So the question is what is Council actually doing to get meaningful community input into improving those services so that we get the trajectory of satisfaction moving upward. If Council thinks that one big push on getting community input at this time of year is the way to do it then that is a sad indictment. Surely we need to work on service delivery review throughout the year and over many years. Again my plea to Council is please work on a rolling program of service delivery review and evaluation throughout the year and then we might get somewhere. 3. On the same theme as above - we have all sorts of 'Measures' as indicators of how Council is doing. My simple question is where are these measures on performance over the years reported on? Where is the scorecard measure on each of the service areas and whether or not the stated targets have been achieved.

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**Please provide your feedback on the draft Long Term Financial Plan 2023-2033**

The figures are useless unless we know that we are delivering services as efficiently as possible. I accept that Council is working toward sustainability and working within its means - absolutely agree - however the observation is there is so much wasted resource and inefficiency built into the Business As Usual Approach that I am just not convinced the long term financial plan gives us a true indicator as to where this Council will be in 10 years time.

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**Please provide your feedback on the draft Revenue Policy 2025-2026**

I refer to my comments above in relation to efficiency of delivery of services and the inadequacy of development contributions and strategic planning for roads and stormwater infrastructure in particular.

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**Please provide any additional feedback here**

It would be nice to get an acknowledgement and feedback on these submissions.

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Tuesday 3 June 2025

Mr Stephen Dunshea  
Chief Executive Officer  
Snowy Monaro Regional Council

Via E-mail: [CorporatePlanning@snowymonaro.nsw.gov.au](mailto:CorporatePlanning@snowymonaro.nsw.gov.au)  
[stephen.dunshea@snowymonaro.nsw.gov.au](mailto:stephen.dunshea@snowymonaro.nsw.gov.au)

**Submission – Draft Integrated Planning & Reporting Documents and 2025-26 Budget**

Dear Mr Dunshea,

*Snow Resorts Australia (SRA)* welcomes the opportunity to comment on *Snowy Monaro Regional Council's* Draft Integrated Planning & Reporting (IP&R) suite and 2025-26 Budget.

**About Snow Resorts Australia**

*Snow Resorts Australia* (formerly known as the *Australian Ski Areas Association*) is the peak industry body representing the nation's nine alpine resorts, including the *NSW* resorts of *Perisher*, *Thredbo*, *Charlotte Pass* and *Selwyn Snow Resort*. Collectively, these resorts welcome well over a million skier, snowboarder and snow-play visits each winter season, sustaining thousands of direct and indirect jobs throughout the region and injecting hundreds of millions of dollars into the local economy.

Formed to advocate for a thriving, sustainable alpine industry, *SRA* works closely with government agencies, tourism bodies and local communities to ensure policy, infrastructure and services support visitor experience, sustainability and environmental stewardship.

Our member resorts invest heavily in infrastructure and facilities to support economic growth to the region. *Thredbo* and *Charlotte Pass*, for example, are activating their mountains year-round, alongside all four resorts investing in snowmaking technology, product development, environmental programs and visitor-safety initiatives that underpin *Snowy Monaro's* position as Australia's premier winter destination.

*SRA* members engage regularly with *Snowy Monaro Regional Council* on a range of matters. We value this cooperative relationship and seek to strengthen it through constructive input to Council's strategic planning processes, ensuring the snow industry continues to drive regional prosperity for decades to come.

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## Key Issues and Recommendations

Tourism (driven chiefly by the four alpine resorts of *Perisher*, *Thredbo*, *Charlotte Pass* and *Selwyn Snow Resort*) remains the Shire's primary economic engine. Yet the draft IP&R suite highlights a widening gap between that reality and the resources, structures and service models assigned to support it.

### 1. Visitor-Information Delivery in the 21st Century

The draft IP&R documents continue to resource two traditional Visitor Information Centres (VICs) as Council's primary tourism-services channel. While VICs once formed the backbone of destination marketing, today's travellers plan, book and share experiences almost entirely on mobile devices and social platforms - often well before they arrive in the region. Relying on bricks-and-mortar centres risks missing high-value prospects and under-serving visitors.

*Snow Resorts Australia* recommends that Council:

1. **Commission an evidence-based review of its visitor-information model within the next 12 months**, assessing digital, mobile and in-region delivery options alongside (or in place of) fixed VICs.
2. **Formally involve the four resorts and Tourism Snowy Mountains (TSM)** in the review, ensuring the region's principal attractions can help shape service design and content.
3. **Benchmark against leading alpine destinations** (e.g., Queenstown NZ; Whistler CA) that have transitioned to hybrid or predominantly digital information services.
4. **Align any service redesign with contemporary visitor expectations**, enabling Council to target resources where they generate the greatest visitor and economic uplift.

### 2. Essential Council Services – Sewerage & Waste

Council's acceptance and treatment of wastewater and solid waste generated in the alpine resorts is indispensable to visitor amenity and environmental protection. Any interruption to these services would have an immediate and significant economic impact on the region's primary tourism driver.

*Snow Resorts Australia* seeks Council's ongoing commitment to continue providing access to these critical municipal services for the duration of the Delivery Program and Long-Term Financial Plan, recognising their pivotal role in supporting the Snowy Monaro economy.

### 3. Economic-Development Function

Tourism is recognised in Council's own strategic documents as the Shire's primary economic driver, yet the organisation's structure of more than 300 FTE contains **no**

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**dedicated economic-development role or unit.** This capacity gap limits Council's ability to attract investment, coordinate industry growth and convert strategic intent into tangible outcomes.

*Snow Resorts Australia* recommends that Council:

1. **Re-establish dedicated economic-development capacity**, whether a standalone team or an officer embedded in an appropriate directorate, to champion tourism-led economic growth.
2. **Embed strong industry links** by tasking the ED function to work directly with SRA, Tourism Snowy Mountains and other regional stakeholders on investment, workforce and productivity initiatives.

#### **4. Tourism & Events Strategy Review**

Council has scheduled a review of its Tourism & Events Strategy in 2025-26, coinciding with the expiry of the current Destination Management Plan (DMP). The existing DMP contains many sound, industry-endorsed initiatives; the core problem has been limited implementation rather than flawed direction. Starting from a blank slate would risk losing valuable work already completed and delay much-needed action. Moreover, the draft IP&R documents do not specify a mechanism to ensure meaningful input from the four alpine resorts or Tourism Snowy Mountains (TSM).

*Snow Resorts Australia* recommends that Council:

1. **Adopt the current DMP as the foundation for the forthcoming Tourism & Events Strategy**, retaining its successful elements and focusing the review on implementation pathways and resourcing gaps.
2. **Establish a formal working group that includes representatives from all four resorts, TSM, National Parks and Wildlife Service, and other key industry stakeholders** to co-design the refreshed strategy and its action plan.
3. **Publish a clear, time-bound implementation schedule with assigned responsibilities and performance measures**, enabling transparent tracking of progress.

#### **5. Funding & Resource Allocation**

Despite tourism's status as the region's leading economic sector, the draft Operational Plan allocates eight FTE across two Visitor Information Centres and provides limited funding for destination promotion or product development. Without realignment toward higher-impact initiatives, Council risks under-leveraging its most valuable economic assets.

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*Snow Resorts Australia* recommends that Council:

1. **Undertake a line-by-line review of current tourism expenditure**, in consultation with SRA, Tourism Snowy Mountains and industry partners, to identify opportunities for re-allocation toward initiatives with the highest return on investment.
2. **Ensure future tourism-related budget allocations align with the forthcoming Tourism & Events Strategy**, so that resourcing keeps pace with strategic intent and measurable outcomes.

## Conclusion

By modernising visitor-information delivery, reinstating economic-development capacity, collaborating closely on the Tourism & Events Strategy, maintaining critical support for municipal services at the resorts and realigning funding with strategic priorities, Council can unlock the full economic and community potential of the Snowy Monaro's signature industry.

In summary, SRA recommends that Council:

1. **Re-examine the visitor-information model** to ensure delivery channels and content meet the expectations of today's digitally connected travellers.
2. **Include all four resorts and Tourism Snowy Mountains in the forthcoming Tourism & Events Strategy review**, retaining the strengths of the existing Destination Management Plan rather than starting from scratch.
3. **Restore dedicated economic-development capacity** within Council to reflect tourism's regional importance.
4. **Continue to accept and treat resort-generated wastewater and solid waste at Council-operated facilities**, recognising that reliable disposal infrastructure is essential to visitor experience, environmental protection and public health.
5. **Align funding with strategic intent** by reviewing current tourism allocations for more efficient, high-impact deployment.

SRA and our four NSW member resorts stand ready to assist Council in turning these recommendations into action and look forward to continued collaboration that sustains and grows Australia's premier alpine destination.

Yours sincerely,



**Chief Executive Officer**  
*Snow Resorts Australia*