



BUSINESS PAPER

**Ordinary Council Meeting
Wednesday, 12 August 2020**

Date: Wednesday, 12 August 2020

Time: 10.00 am

**Location: Shire Chamber
Coonamble**

**Hein Basson
General Manager**

Notice is hereby given that an Ordinary Meeting of Council will be held in the Shire Chamber, Coonamble on Wednesday, 12 August 2020 at 10.00 am.

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1 OPENING MEETING**2 ACKNOWLEDGEMENT OF COUNTRY**

We acknowledge the traditional custodians of this land on which we meet today, the Wailwan people and the Gamilaroi people and recognise their continuing connection to land, water and culture. We pay our respects to Elders past, present and emerging.

3 COMMUNITY CONSULTATION**4 APOLOGIES/APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS****5 DEPUTATION/DELEGATIONS****6 CONFIRMATION OF MINUTES****Commentary: General Manager:**

Clause 5.3 of Council's adopted Code of Meeting Practice 2019 states the following:

Where a councillor is unable to attend one or more ordinary meetings of the council, the councillor should request that the council grant them leave of absence from those meetings. This clause does not prevent a councillor from making an apology if they are unable to attend a meeting. However the acceptance of such an apology does not constitute the granting of leave of absence for the purposes of this code and the Act.

Council's draft Minutes for the extra-Ordinary Meeting held on 23 July 2020 states the following under Item Four (4) "APOLOGIES/APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS" with the sub-heading of "APOLOGY":

RESOLUTION 2020/17

Moved: Cr Barbara Deans

Seconded: Cr Bill Fisher

That the apology from Cr Robert Thomas and Cr Paul Wheelhouse be noted and approved.

This above-quoted wording is a correct reflection of what happened at the Extra-Ordinary Meeting of Council held on 23 July 2020.

It is brought to Councillors' attention that the Mayor mentioned at this Meeting that he has received an apology from Cr Thomas and has not heard from Cr Wheelhouse but would like to put in an apology for him (or words to this effect). This motion was then moved and seconded and voted upon to become a resolution of Council.

Councillors who are unable to attend a Council Meeting, should put in apology (or application for leave of absence) for themselves. Technically, the Mayor should not put in an apology on behalf of another Councillor.

However, it is worth mentioning that the Code of Meeting Practice is silent on whether Councillors should put in an application for leave of absence for Extra-Ordinary Meetings of Council. The possible reason for this is that Clause 5.6 of the Code of Meeting Practice (which reflects Section 234(1)(d) of the Local Government Act 1993) states the following:

A councillor's civic office will become vacant if the councillor is absent from three (3) consecutive ordinary meetings of the council without prior leave of the council, or leave granted by the council at any of the meetings concerned, unless the holder is absent because they have been suspended under the Act, or as a consequence of a compliance order under section 438HA.

Therefore, only absence from an **Ordinary** Meeting of Council counts towards this potential disqualification as a Councillor (of three strikes and you're out). It then logically follows that even if Councillors do not put in an application for leave of absence for not being able to attend an Extra-Ordinary Meeting of Council, it will not count towards this mentioned disqualification. In this regard, it is noteworthy that there is a difference between a Councillor making an apology compared to making an application for leave of absence; as is clearly stated in the above-quoted Clause 5.3 of Council's Code of Meeting Practice (*However the acceptance of such an apology does not constitute the granting of leave of absence for the purposes of this code and the Act.*)

Clause 5.4 of the Code of Meeting practice also states:

A councillor's request for leave of absence from council meetings should, if practicable, identify (by date) the meetings from which the councillor intends to be absent and the grounds upon which the leave of absence is being sought.

Clause 5.5 of this Code further states:

The council must act reasonably when considering whether to grant a councillor's request for leave of absence.

RECOMMENDATION

1. That the minutes of the Ordinary Meeting of the Coonamble Shire Council held on Wednesday, 8 July 2020 and the Extraordinary Council Meeting of the Coonamble Shire Council held on Thursday,

- 23 July 2020 be confirmed as correct records of the proceedings of the meetings.
2. That Council notes the commentary of the General Manager in regards to Clauses 5.3, 5.4, 5.5 and 5.6 of Council's Code of Meeting Practice; specifically that Councillors who are unable to attend Ordinary Meetings of Council should make the necessary applications for leave of absence (and not only provide an apology) in order for Council to formally and reasonably consider these applications and the grounds upon which the leave of absence is being sought.



MINUTES

**Ordinary Council Meeting
Wednesday, 8 July 2020**

**MINUTES OF COONAMBLE SHIRE COUNCIL
ORDINARY COUNCIL MEETING
HELD AT THE SHIRE CHAMBER, COONAMBLE
ON WEDNESDAY, 8 JULY 2020 AT 10.00 AM**

PRESENT: Cr Ahmad Karanouh (Mayor), Cr Paul Wheelhouse (Deputy Mayor), Cr Karen Churchill, Cr Pat Cullen, Cr Barbara Deans, Cr Bill Fisher, Cr Robert Thomas

IN ATTENDANCE: Bruce Quarmby (Director of Corporate and Urban Services), Kookie Atkins (Director of Engineering Services), Pip Goldsmith (Economic Development Officer)

APOLOGY: Hein Basson (General Manager).

1 OPENING MEETING

The Mayor opened the meeting at 10.08am.

2 ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the traditional custodians of this land on which we meet today, the Wailwan people and the Gamarlari people and recognise their continuing connection to land, water and culture. We pay our respects to Elders past, present and emerging.

3 COMMUNITY CONSULTATION

Nil

4 APOLOGIES/APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS

Nil

5 DEPUTATION/DELEGATIONS

Nil

6 CONFIRMATION OF MINUTES

RESOLUTION 2020/97

Moved: Cr Pat Cullen

Seconded: Cr Bill Fisher

That the minutes of the Ordinary Meeting of the Coonamble Shire Council held on Wednesday, 17 June 2020 be confirmed as a correct record of the proceedings of the meeting, with the following changes made:

1. Item 7 to be corrected to reflect that Cr Wheelhouse said he would leave the

meeting while the matter was being discussed.

2. Resolution 2020/84, points 1 and 2 to refer to 'Annexure 1'

CARRIED

7 DISCLOSURES OF CONFLICTS OF INTEREST

Cr Deans advised that she has a non-pecuniary conflict of interest in Item 12.9 relative to the Inland Rail section of the Economic Development Progress Report. Cr Deans informed the meeting that her business is grain-growing and she is also a potentially affected property owner through which the current Inland Rail route is proposed. Cr Deans said she will remain as part of the meeting and discussion.

Cr Wheelhouse advised that he has a pecuniary conflict of interest in Item 14.1. Cr Wheelhouse informed the meeting that his Company has submitted a tender for construction of the Coonamble Visitor Information Centre and would leave the meeting while the matter was being discussed.

8 RESOLUTION BOOK

Nil

9 MAYORAL MINUTE

The Mayor provided a verbal update on the morning's announcement of Drought Stimulus Package funding by Nationals Upper House MP, Sam Farraway; a report from Police on positive local crime trends; a petition submitted to Council calling for a change in location of the Coonamble CBD public amenities; and a request from the local radio station to erect signage at no cost to Council.

10 PRECIS OF CORRESPONDENCE

SECTION A - MATTERS FOR CONSIDERATION BY COUNCIL

SECTION B - MATTERS FOR INFORMATION ONLY

10.1 ICAC PUBLICATION - SUPPLIER DUE DILIGENCE

RESOLUTION 2020/98

Moved: Cr Robert Thomas
Seconded: Cr Barbara Deans

That Council notes the information contained in the ICAC Publication – Due Diligence for Suppliers – A Guide to Preventing Corruption.

CARRIED

11 COMMITTEE REPORTS

Nil

12 REPORTS TO COUNCIL

12.1 DEVELOPMENT APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY

RESOLUTION 2020/99

Moved: Cr Pat Cullen

Seconded: Cr Karen Churchill

That Council notes that no Development Applications or Complying Development Applications have been approved under delegated authority since Council's June 2020 meeting.

CARRIED

12.2 STATUS REPORT REGARDING COUNCILLOR ENQUIRIES

RESOLUTION 2020/100

Moved: Cr Bill Fisher

Seconded: Cr Robert Thomas

That Council notes the information in this report.

CARRIED

12.3 RANGER'S REPORT FOR JUNE 2020

RESOLUTION 2020/101

Moved: Cr Pat Cullen

Seconded: Cr Karen Churchill

That Council notes the information in this report.

CARRIED

12.4 CIRCULAR FROM OFFICE OF LOCAL GOVERNMENT - COUNCIL AND COMMITTEE MEETINGS - RELAXATION OF RESTRICTIONS ON ATTENDANCE

RESOLUTION 2020/102

Moved: Cr Barbara Deans

Seconded: Cr Paul Wheelhouse

That Council notes the information in this report.

CARRIED

12.5 CODE OF MEETING PRACTICE - AMENDMENT

RESOLUTION 2020/103

Moved: Cr Pat Cullen

Seconded: Cr Bill Fisher

That Council amends its adopted Code of Meeting Practice to reflect compliance with Local Government (General) Regulation 2005 – REG 423 – that recordings of meetings be retained on Council's website for a period of at least 12 months.

CARRIED

12.6 APPLICATIONS FOR FINANCIAL ASSISTANCE UNDER COUNCIL'S DONATIONS POLICY

RESOLUTION 2020/104

Moved: Cr Karen Churchill

Seconded: Cr Paul Wheelhouse

- 1. That Council notes the report.**
- 2. Council agrees to provide financial assistance of \$1,500 to the Gulgargambone Pioneers Memorial Presbyterian Church under the third round of funding under Council's Donations Policy.**

CARRIED

12.7 WORKPLACE INJURY MANAGEMENT REPORT JUNE 2020

RESOLUTION 2020/105

Moved: Cr Barbara Deans

Seconded: Cr Paul Wheelhouse

That Council notes the contents of the WHS Monthly Report for its information.

CARRIED

12.8 COONAMBLE SHIRE COUNCIL MASTERPLAN - FINAL REPORT

RESOLUTION 2020/106

Moved: Cr Barbara Deans

Seconded: Cr Paul Wheelhouse

That Council notes the contents of this report including the two Annexures to the report being the Coonamble Shire Masterplan Final Design Report and Coonamble Shire Council Brand Style Guidelines.

CARRIED

12.9 ECONOMIC DEVELOPMENT PROGRESS REPORT

RESOLUTION 2020/107

Moved: Cr Barbara Deans

Seconded: Cr Karen Churchill

That following advice received from the Department of Regional NSW regarding the determination of the variation request for the Coonamble CBD public amenities project, that Council instruct staff to prepare a report for Council's consideration at its August Council Meeting. Noting that the following issues will be included in the report for Council:

1. cost comparisons and other implications such as alternative uses for sites including 79 Castlereagh Street, the former Mac's Dry Cleaning building and Skillman's Lane; and
2. evidence of community support for the proposed site in order to satisfy the Department's requirements for the variation request.

CARRIED

RESOLUTION 2020/108

Moved: Cr Barbara Deans

Seconded: Cr Bill Fisher

That Council notes the contents of this report.

CARRIED

At this juncture, 10.35 a.m. the meeting adjourned for a refreshment break and resumed at 11.00 a.m.

12.10 RATES AND CHARGES COLLECTIONS - JUNE 2020

RESOLUTION 2020/109

Moved: Cr Bill Fisher

Seconded: Cr Barbara Deans

That Council notes the information provided in the report.

CARRIED

12.11 STATUS OF INVESTMENTS - JUNE 2020

RESOLUTION 2020/110

Moved: Cr Karen Churchill

Seconded: Cr Pat Cullen

That Council notes the list of investments as at 26 June 2020 and also that these investments comply with section 625(2) of the *Local Government Act 1993*, Clause 212 of the *Local Government (General) Regulation 2005* and Council's Investment Policy.

CARRIED

12.12 SALEYARDS REPORT

RESOLUTION 2020/111

Moved: Cr Paul Wheelhouse

Seconded: Cr Pat Cullen

That Council notes the information provided in the report.

CARRIED

12.13 COUNCILLOR FEES 2020/21 - LOCAL GOVERNMENT RENUMERATION

RESOLUTION 2020/112

Moved: Cr Barbara Deans

Seconded: Cr Pat Cullen

That Council resolves not to increase Councillor fees for the 2020/21 financial year. Noting that the adopted fees will remain as follows:

- Mayor: \$10,674 plus \$20,256 = \$30,930 per annum;
- Councillor : \$10,674 each per annum.

CARRIED

12.14 STREET LIGHT BULK LED UPGRADE

RESOLUTION 2020/113

Moved: Cr Pat Cullen

Seconded: Cr Paul Wheelhouse

- 1. That Council note this report.**
- 2. That Council resolve to accept Essential Energy offer to fund the installation, noting that the recovery of Council's contribution will be undertaken through regulated tariffs over a 10-year period.**

CARRIED

12.15 GRANT FUNDED UPGRADES TO COONAMBLE SPORTSGROUND.

RESOLUTION 2020/114

Moved: Cr Bill Fisher

Seconded: Cr Robert Thomas

- 1. That Council notes the report.**
- 2. That Council resolves to instruct the Director of Corporate and Urban Services to contact the various sportsground user groups seeking their nomination of the preferred playing field configuration for the Coonamble Sportsground**
- 3. That once the preferred configuration of the playing fields has been identified by the sportsground user groups, that this configuration be adopted by Council as the model to progress the upgrades at the Coonamble Sportsground.**

CARRIED

12.16 URBAN SERVICES - WORKS IN PROGRESS

RESOLUTION 2020/115

Moved: Cr Bill Fisher

Seconded: Cr Pat Cullen

That Council notes the information in this report.

CARRIED

12.17 COONAMBLE WATER SYSTEMS INVESTIGATION

RESOLUTION 2020/116

Moved: Cr Barbara Deans

Seconded: Cr Pat Cullen

That Council applies for grants as they becomes available for further analysis of its water consumption as well as addressing the identified shortcomings of the water supply system.

CARRIED

12.18 ENGINEERING SERVICES - WORKS IN PROGRESS

RESOLUTION 2020/117

Moved: Cr Paul Wheelhouse

Seconded: Cr Bill Fisher

That Council investigate the possibility of an exclusion fence rather than an electric fence for Coonamble Airport.

CARRIED

RESOLUTION 2020/118

Moved: Cr Paul Wheelhouse

Seconded: Cr Pat Cullen

That Council notes the information in this report.

CARRIED

12.19 COMMUNITY SERVICE PROGRESS REPORT

RESOLUTION 2020/119

Moved: Cr Barbara Deans

Seconded: Cr Paul Wheelhouse

That Council notes the information contained in this report.

CARRIED

13 NOTICES OF MOTIONS/QUESTIONS WITH NOTICE/RESCISSON MOTIONS

13.1 NOTICES OF MOTION

RESOLUTION 2020/120

Moved: Cr Bill Fisher

Seconded: Cr Robert Thomas

That Council provide a gravel parking bay for trucks on the Baradine Road opposite the Common and on the Warren Road.

CARRIED

RESOLUTION 2020/121

Moved: Cr Paul Wheelhouse

Seconded: Cr Bill Fisher

That a report be brought back to Council following investigation of the potential to provide turning bays for road trains on the Carinda Road.

CARRIED

RESOLUTION 2020/122

Moved: Cr Paul Wheelhouse

Seconded: Cr Bill Fisher

That Council staff reintroduce the inclusion of an information pamphlet with water rates, explaining how to read your bill with the user pays water bills at the time of mailing and management to continue to investigate options for presentation of the bill.

CARRIED

14 CONFIDENTIAL MATTERS**RESOLUTION 2020/123**

Moved: Cr Barbara Deans
Seconded: Cr Robert Thomas

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993:

14.1 Tender SPT172021COO Construction of Coonamble Visitor Information Centre

This matter is considered to be confidential under Section 10A(2) - d(i) of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

CARRIED

14.1 TENDER SPT172021COO CONSTRUCTION OF COONAMBLE VISITOR INFORMATION CENTRE**RESOLUTION 2020/124**

Moved: Cr Ahmad Karanouh
Seconded: Cr Robert Thomas

1. That Westbury Constructions Pty Ltd be awarded the contract for \$1,002,987 as the single source provider to Coonamble Shire Council for the construction of the Coonamble Visitor Information Centre; and
2. That Council allocates
 - (a) \$315,000 previously provided for the detailed design of a roundabout to the construction of the Coonamble Visitor Information Centre
 - (b) The balance of remaining funds required being \$49,640, be allocated from Council working funds
3. That a review be carried out of the project budget with a view to ensure the accuracy of estimates and identify opportunities for savings, with a report of the findings of this review to be brought back to Council.

CARRIED

Councillor Churchill requested her name be recorded as voting against the motion.

RESOLUTION 2020/125

Moved: Cr Barbara Deans
Seconded: Cr Robert Thomas

That Council moves out of Closed Council into Open Council and that the resolution adopted in Closed Session (Resolution 2020/124) be adopted in Open Council.

CARRIED

15 CONCLUSION OF THE MEETING

The Meeting closed at 12.50pm.

The minutes of this meeting were confirmed at the Council held on 12 August 2020.

.....
CHAIRPERSON



MINUTES

**Extraordinary Council Meeting
Thursday, 23 July 2020**

**MINUTES OF COONAMBLE SHIRE COUNCIL
EXTRAORDINARY COUNCIL MEETING
HELD AT THE SHIRE CHAMBER, COONAMBLE
ON THURSDAY, 23 JULY 2020 AT 5.00 PM**

PRESENT: Cr Ahmad Karanouh (Mayor), Cr Karen Churchill, Cr Pat Cullen, Cr Barbara Deans, Cr Bill Fisher.

IN ATTENDANCE: Hein Basson (General Manager), Bruce Quarmby (Director of Corporate and Urban Services), Kookie Atkins (Director of Engineering Services), Pip Goldsmith (Economic Development Officer).

1 OPENING MEETING

The Mayor opened the meeting at 5.01 p.m.

2 ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the traditional custodians of this land on which we meet today, the Wailwan people and the Gamilaroi people and recognise their continuing connection to land, water and culture. We pay our respects to Elders past, present and emerging.

3 COMMUNITY CONSULTATION

Nil

4 APOLOGIES/APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS

APOLOGY

RESOLUTION 2020/97

Moved: Cr Barbara Deans

Seconded: Cr Bill Fisher

That the apology from Cr Robert Thomas and Cr Paul Wheelhouse be noted and approved.

CARRIED

5 DEPUTATION/DELEGATIONS

Nil

6 DISCLOSURES OF CONFLICTS OF INTEREST

Nil

7 REPORTS TO COUNCIL**RESOLUTION 2020/98**

Moved: Cr Bill Fisher

Seconded: Cr Barbara Deans

That Council receive Item 7.1 and consider the contents.

CARRIED

7.1 INCORRECT CALCULATION - 2020/21 FARMLAND RATE CATEGORY

The Director of Corporate and Urban Services informed the meeting that a clerical error had resulted in an incorrect calculation of the “farmland” ordinary rate for the 2020/21 financial year and incorrect notices were issued.

Council noted that immediately the error was identified, staff sought guidance from the Office of Local Government and the NSW Local government Revenue Professionals regarding a solution.

The recommended course of action was that a report be tabled for consideration prior to 31 July 2020 detailing the oversight. This would enable Council to note the error in Resolution 2020/84 and provide the opportunity to properly resolve to make, fix and levy the farmland ordinary rate of 0.2920 cents in the dollar in accordance with the adopted Operational Plan.

The Director said that all affected “farmland” ratepayers were informed by letter of the error and advised that amended notices would be forwarded as soon as possible.

RESOLUTION 2020/99

Moved: Cr Bill Fisher

Seconded: Cr Barbara Deans

- 1. That Council notes Council resolution 2020/84 incorrectly lists the Farmland Ordinary Rate category as 0.3913 cents in the dollar for the 2020/21 financial year.**

- 2. That, in accordance with the provisions of Section 535 of the Local Government Act 1993 (NSW), Council makes, fixes and levies the Rates and Charges for the 2020/21 financial year for the following rating categories:**

Farmland:

A Farmland rate of 0.2920 cents in the dollar on the current land values of all rateable land in the Local Government Area being farmland, with a minimum rate of \$380.00 per annum.

CARRIED**RESOLUTION 2020/100**

Moved: Cr Pat Cullen

Seconded: Cr Barbara Deans

That Council receive Item 7.2 and consider the contents.

CARRIED**7.2 LETTER OF INTENT TO PURCHASE COUNCIL PROPERTY: THE FORMER MAC'S DRY CLEANER BUILDING; LOCATION OF PUBLIC AMENITIES IN THE COONAMBLE CENTRAL BUSINESS DISTRICT.****RESOLUTION 2020/101**

Moved: Cr Pat Cullen

Seconded: Cr Barbara Deans

1. That Council authorises the General Manager to enter into an agreement with Mr Brian Sommerville to allow him to purchase the premises located at 40 Castlereagh Street, Coonamble for the amount of \$57,110.86 for the purpose of establishing a supermarket in the Main Street of Coonamble.
2. That Council follows the required legislative reclassification process in terms of its Local Environmental Plan to reclassify Lot 1, DP961887 (the former Mac's Dry Cleaning premises) as 'operational' land.
3. That Council re-determines its preferred location for the erection of public toilets within the Coonamble Central Business District (CBD) as the vacant block located at 79 Castlereagh Street, Coonamble; based on the information discussed in the body of the report, that the vacant block located at this mentioned location presents the best location for the construction of public toilet facilities within the Coonamble CBD because of its visibility, safety aspects for users, close proximity to the shops within the main street and strategic considerations to beautify the corner block to the entrance of the main street into the future.
4. That Council pursues the necessary evidence demonstrating community support for the CBD Public Toilet Project also through its elected members canvassing their constituents (including individuals, businesses and community groups), in order to satisfy the requirements of the grant funding body as stated in the body of the report.

CARRIED

Cr Churchill requested that her name be recorded as voting against this resolution, which was carried 4 votes / 1 vote.

8 CONCLUSION OF THE MEETING

The Meeting closed at 5.45 p.m.

The minutes of this meeting were confirmed at the Council held on 12 August 2020.

CHAIRPERSON

7 DISCLOSURES OF CONFLICTS OF INTEREST

8 RESOLUTION BOOK

9 MAYORAL MINUTE

MAYORAL MINUTE

File Number: C13

Author: Jill Moorhouse, Executive Assistant

Authoriser: Hein Basson, General Manager

Annexures: Nil

ACTIVITIES REPORT

Meeting with Secretary, Department of Regional NSW

On 20 July 2020, in company with the General Manager and Council's Economic Development Officer, I met with Mr Gary Barnes AM, Secretary of the Department of Regional NSW.

The meeting was in conjunction with his tour of regional areas to check on the progress of projects funded by the Department. Mr Barnes also referred to future funding that may become available to regional NSW.

It was a good opportunity also for staff to discuss projects funded under the Stronger Country Communities Fund (SCCF).

Interview with Australian Broadcasting Commission (ABC)

On behalf of Council I was interviewed by the ABC regarding the public toilets.

I will speak further to this at the meeting.

RECOMMENDATION

That Council notes the Mayor's activities report for the month of July 2020.

10 PRECIS OF CORRESPONDENCE

SECTION A - MATTERS FOR CONSIDERATION BY COUNCIL

SECTION B - MATTERS FOR INFORMATION ONLY

11 COMMITTEE REPORTS

Nil

12 REPORTS TO COUNCIL

12.1 DEVELOPMENT APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY

File Number: B11

Author: Jill Moorhouse, Executive Assistant

Authoriser: Hein Basson, General Manager

Annexures: Nil

PURPOSE

The purpose of this report is to provide information on development applications and complying development applications approved under delegated authority between monthly meetings of Council.

BACKGROUND

This information provides Councillors with details of development applications and complying certificates approved under delegated authority between monthly Council Meetings.

(a) Relevance to Integrated Planning and Reporting Framework

EN1.1.1 Enforcement of environmental regulations

EN1.1.3 Ensure compliance with NSW Building Certification

EN1.1.5 Approvals completed within timeframe required.

(b) Financial Considerations

There are no financial considerations attached to this report.

COMMENTARY

Two (2) development applications and/or complying development applications have been approved under delegated authority since council's July 2020 meeting.

The list covering the relevant period is as follows:

DA No	Description of Works	Address of Proposed Works	Approved Date
17/20	Residential Shed	22 Nash Street, Coonamble. Lot 3 DP662338	29/07/2020
20/20	Rural Farm Shed	4590 Castlereagh Highway Coonamble. Lot 99 DP754273	29/07/2020

CC No	Description of Works	Address of Proposed Works	Approved Date
17/20	Residential Shed	22 Nash Street, Coonamble. Lot 3 DP662338	29/07/2020
20/20	Rural Farm Shed	4590 Castlereagh Highway Coonamble. Lot 99	29/07/2020

	DP754273	
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(a) Governance/Policy Implications

It is Council's responsibility to implement environmental legislation requirements.

(b) Legal Implications

Nil.

(c) Social Implications

Nil.

(d) Environmental Implications

Nil.

(e) Economic/Asset Management Implications

Nil.

(f) Risk Implications

Nil.

RECOMMENDATION

That Council notes Development Applications and/or Complying Development Applications Nos 017/2020 and 020/2020 have been approved under delegated authority since Council's July 2020 meeting.

12.2 STATUS REPORT REGARDING COUNCILLOR ENQUIRIES

File Number: R6

Author: Jill Moorhouse, Executive Assistant

Authoriser: Hein Basson, General Manager

Annexures: Nil

PURPOSE

The purpose of this report is to provide an update on the status of Councillor enquiries.

BACKGROUND

Following the adoption of the *Councillor Access to Staff and Premises Policy* in August 2019, Councillors are required to lodge their enquiries with the General Manager on the *Councillors' Enquiry Form*.

(a) Relevance to Integrated Planning and Reporting Framework

- I4.1 Ensure long term management and protection of our community assets.
- EC1.1.1. Continue to plan and implement Coonamble main street beautification and revitalisation projects.
- L1.4.5 Review Council policies.

(b) Financial Considerations

Financial considerations for each enquiry will be taken into consideration during the assessment / investigation process.

COMMENTARY

Shown below is a list of outstanding enquiries received from Councillors since implementation of this procedure up to the end of July 2020:

Date Received	Councillor	Enquiry	Enquiry No Referred to	Comments/Status
23/08/19	Cr Thomas	Clean up block – corner Castlereagh/ Aberford Streets	0093.2020 Environmental Services	Council's Officer met with Solicitor following receipt of Barrister's advice. Further discussions will be held regarding re-wording the notice.
09/06/20	Cr Deans	Investigate new bank on down-side McGlashan Farm – Goorianawa Road floodway. Will make crossing impassable.	0520.2020 Siew Neil – Roads & Bridges Manager	Emergency work has been undertaken to improve conditions, including placement of 40mm material. Work will also be included as an item for flood damage restoration funding. COMPLETED.

09/06/2020	Cr Deans	Quambone Tip – request for report on illegal dumping and the measures being taken to combat it. Suggests a campaign against illegal dumping be conducted by Council.	0519.2020 Environmental Services Department	Ongoing monitoring is undertaken by Ranger. Included in Council 2020/21 Operational plan and budget is the amount of \$75,000 for the purpose of the installation of perimeter fencing around the Quambone waste facility. COMPLETED.
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Note: Once matters have been reported to Council as being completed, they will be removed from the list.

(a) Governance/Policy Implications

In line with the *Councillor Access to Staff and Premises Policy*, Councillors are required to lodge enquiries on the *Councillors' Enquiry Form* or the *Councillors' Request for Maintenance Form*.

(c) Legal Implications

There are no legal implications arising from this report.

(d) Social Implications

There may be social implications, depending on the nature of individual enquiries.

(e) Environmental Implications

There may be environmental implications, depending on the nature of individual enquiries.

(f) Economic/Asset Management Implications

There may be economic and/or asset management implications, depending on the nature of individual enquiries.

(g) Risk Implications

There may be risk implications, depending on the nature of individual enquiries.

CONCLUSION

The current status of Councillors enquiries is documented above

CONCLUSION

The current status of Councillors' enquiries is documented above.

RECOMMENDATION

That Council notes the information in this report.

12.3 LOCAL GOVERNMENT NSW ANNUAL CONFERENCE**File Number:** L10**Author:** Jill Moorhouse, Executive Assistant**Authoriser:** Hein Basson, General Manager**Annexures:** Nil**PURPOSE**

The purpose of this report is to inform Council that the Local Government NSW (LGNSW) Annual Conference will be held from Sunday 22 to Tuesday 24 November 2020 at the Crowne Plaza Hunter Valley, 430 Wine Country Drive, Lovedale NSW.

BACKGROUND

The annual Conference is the main policy making event for the local government sector and is Council's opportunity to submit motions for consideration and debate by delegates.

Motions passed at the Conference become "resolutions", which LGNSW takes forward on behalf of its member councils as part of the local government sector advocacy agenda.

The Conference will be following Government guidelines on safe events and social distancing, noting that this can change in the future. The organisers will be following hygiene practices by cleaning surfaces, arranging seating overseeing food preparation and transport, as well as medical assistance as required.

(a) Relevance to Integrated Planning and Reporting Framework

L1.2 Promote opportunities for leaders to learn the features of good leadership.

(b) Financial Considerations

Early Bird Membership (paid by 25/9/2020) is \$840/person; Conference Dinner \$132/person plus the cost of accommodation. Council provides a Delegates Expenses item in the budget to cover this expenditure.

COMMENTARY

This Conference is Council's most important opportunity to network with other local government areas from across the State. It provides Councillor Workshops, which are optional events and include:

- Cooling our Cities
- Leading a Safe Organisation
- Population Migration
- Biosecurity

A Ministerial Panel, comprising the following, will answer questions:

- The Hon Shelley Hancock MP, Minister for Local Government

- The Hon Melinda Pavel MP, Minister for Water, Property & Housing
- Mr David Shoebridge, MLC
- Mr Greg Warren MP, Shadow Minister for Local Government
- The Hon John Barilaro MP, Deputy Premier & Minister for Regional NSW Trade and Industry
- The Hon Adam Marshall MP, Minister for Agriculture and Western NSW

This year the Politicians Forum forms part of the conference program and attendance is free to all members registered to attend the Conference.

On the final day of the Conference, the Australian Local Government Women's Association (ALGWA NSW) Breakfast will be held and will feature guest speakers, the Shahrouk Sisters. This is a ticketed event.

The plenary sessions will focus on Resilience and Recovery discussion and inspire new thinking on how councils can address their challenges. Sharing information gives the opportunity to explore how councils can work together to develop innovative approaches to tackle common problems in the provision of facilities and services to their communities.

(a) Governance/Policy Implications

Councillors and management must stay current of developments within the local government sector in order to adequately fulfil their roles and functions.

This would include the opportunity for Council's representatives to network with other councils' delegates in identifying and addressing constant challenges.

(b) Legal Implications

Nil.

(c) Social Implications

Nil.

(d) Environmental Implications

Nil.

(e) Economic/Asset Management Implications

Working with other local government areas raises the possibility of being able to introduce new methods of economic and asset management which could be implemented into Council's management practices with a beneficial outcome.

(f) Risk Implications

Nil.

CONCLUSION

Council has been invited to attend the 2020 Annual Conference of Local Government NSW being held from 22 to 24 November at the Crowne Plaza Hunter Valley in Lovedale.

The Conference will focus on the current situation and future challenges that face all NSW councils and provides the opportunity to keep representatives updated on all aspects relative to the local government sector.

With this in mind, it is recommended that Council nominate one or two Councillors to accompany the Mayor and General Manager to attend this Conference.

RECOMMENDATION

- 1. That Council notes this report.**
- 2. That Council nominates the Mayor, the General Manager, Councillor.....and Councillor..... to attend the Conference.**
- 3. That Council nominates the Mayor, Councillor Ahmad Karanouh, to be registered as its voting delegate.**

12.4 ROADS CONSULTATIVE COMMITTEE - TERMS OF REFERENCE**File Number:** C6-10**Author:** Jill Moorhouse, Executive Assistant**Authoriser:** Hein Basson, General Manager**Annexures:** 1. Terms of Reference - Roads Consultative Committee**PURPOSE**

The purpose of this report is to present to Council the draft Terms of Reference for the Roads Consultative Committee.

BACKGROUND

In September 2019 when electing representatives to various Committees of Council, Councillors Karanouh, Wheelhouse, Fisher and Thomas were appointed to the Roads Committee (which incorporates the Quarry). It was also agreed to include four (4) user representatives to represent various parts of the Shire.

Council invited expressions of interest which resulted in the following ratepayers being accepted to participate on the Committee:

- Mr Don Schieb
- Mr Paul Fisher
- Mr Paul Underwood
- Mrs Alanna McHugh.

The four (4) staff members included on the Roads Committee will be the General Manager, the Executive Leader Infrastructure, the Manager Roads & Bridges and the Quarry Manager.

It was proposed that the Committee would meet quarterly, however, since its formation and due to the restrictions imposed to combat the spread of COVID-19, there has been no opportunity. Meeting remotely arguably also does not adequately fulfil the role of the Committee.

It is now suggested that the inaugural meeting of the newly structured Roads Committee be convened on Thursday, 20 August 2020 at 10.00 a.m.

(a) Relevance to Integrated Planning and Reporting Framework

- I1-1 Maintain local road maintenance and construction.
- I1.1.5 Routine maintenance, heavy patching and reseals continued under Regional Roads Block Grant Contract.
- I1.1.6 Reconstruction of sealed regional roads under Regional Roads Repair Program continued.
- I1.1.7 Continue local roads reconstruction under Roads to Recovery Program.
- I1.1.8 Continue local sealed roads routine maintenance, heavy patching and resealing.

- L1.1.9 Continue local unsealed roads routine maintenance, grading, reforming, re-loaming and causeway re-sheeting.
- L1.1.2 Promote genuine opportunities for people to participate in decisions that affect them.
- L1.4.4 Governance is open and transparent.

(b) Financial Considerations

There are no financial considerations directly associated with this report.

COMMENTARY

Council should consider an appropriate structure and guidance to better manage and facilitate the broad spectrum of functions for which it is responsible, hence the need to develop Terms of Reference for the direction of the Roads Committee members. It is important also to recognise the need for flow of communication and information from Committees back to Council and vice-versa.

In going forward Council's committee structure should support and facilitate the achievement of Council's goals and objectives within its strategic documents and plans.

(a) Governance/Policy Implications

Governance / policy implications would include the promotion of opportunities for residents to provide input, in an advisory role, in decision-making processes relative to roads.

(b) Legal Implications

Council is obliged to maintain its road network to a safe and acceptable condition within budgetary restraints.

(c) Social Implications

Council's road network is the fabric of social connection and interaction, providing the means for rural residents to attend social events, medical appointments, business transactions and getting agricultural products to market. They also provide our link with other centres and the travelling public.

(d) Environmental Implications

There are no environmental implications directly associated with this report.

(e) Economic/Asset Management Implications

Council has a Roads Asset Management Plan which informs all Council's asset maintenance and renewal decisions. It provides the necessary data for Council's Long-Term Financial Plan, ensuring adequate funding is available to carry out essential renewal and maintenance.

(f) Risk Implications

Council's Asset Management Plan enables the risk of litigation to be minimised through a systematic approach to identification and rectification of hazards and is a pivotal part of Council's long-term planning.

Annual review of the plan provides opportunities to identify and improve key areas, such as service levels, critical assets, risk management and capital works program development.

CONCLUSION

Council is faced with providing safe and efficient local road transportation network within limited budgets to meet the social and economic needs of its community. Poor rural roads increase fuel consumption, cause damage to vehicles and increase the cost of goods and services.

In resolving to form a Roads Consultative Committee and include four (4) ratepayer representatives, Council feels is an effective means of engaging with the whole community on this important issue. It also affords the opportunity for Council to put forward the limitations and restrictions with which it is confronted in its functions.

RECOMMENDATION

- 1. That Council notes the report.**
- 2. That Council formally adopts the Terms of Reference for the Roads Consultative Committee as attached to the report as an Annexure.**
- 3. That Council convenes a meeting of the Roads Committee on Thursday, 20 August 2020 at 10.00 a.m. in the Council Chamber, noting that social distancing and limited numbers at venues are still being implemented to combat the spread of COVID-19.**

**Coonamble Shire Council
Roads Consultative Committee**

Terms of Reference

Background

Councils are faced with providing safe and efficient local road transportation networks within limited budgets to meet the social and economic needs of their communities.

The major issues that face Council include:

- Poor rural roads, in particular those that are unsealed, isolate communities, increase fuel consumption, damage vehicles and increase the cost of goods and services. Council appreciates that these roads are a vital link in securing the prosperity and liveability of our region and yet the vastness of the rural road network coupled with low traffic volumes introduces concerns about equity of access when budgets are limited.
- Similarly, urban roads provide many of the links between residences, shopping centres, schools, hospitals, recreational facilities and businesses. Not only is the road pavement and seal required to maintain these links, but ancillary infrastructure, such as kerbing, stormwater drainage, footpaths, street lighting and cycle ways are community expectations.
- An important consideration in sustaining an efficient road network is the cost efficient provision of bridges, culverts and causeways that are fit for purpose and minimize risk to road users and Council.
- Our road networks, primarily rural roads, are constructed through road reserves that often contain important ecological and cultural features and Councils are custodians of these linear flora and fauna habitats.
- Council has a responsibility to manage roadsides to provide a safe environment for road users.

Coonamble Shire Council considers that an effective means of engaging with the wider community on these important issues is by bringing together community representatives from various localities in the local government area to provide local insight on the effect of Council's management of these issues. Their participation in the formulation of strategies to deliver a functional road network will assist Council with prioritising road infrastructure maintenance and construction against other competing demands for Council services. It will also provide a mechanism for informing the local community in a meaningful way regarding policy decisions affecting the road network, as well as the limitations and restrictions that Council are confronted with.

Formation

The formation of the Rural Roads Consultative Committee was initially approved by Council in September 2019.

Membership

Terms of Reference for the Coonamble Shire Roads Consultative Committee

A maximum of four (4) community members ideally consisting of:

- Four (4) community representatives from the north-western, north eastern, south-western, south-eastern areas within the Coonamble Shire Council's Local Government Area.

Note: in the event of four (4) or less than four (4) nominations being received, all nominations may be accepted regardless of representation.

A maximum of four (4) Councilors:

- Mayor;
- Deputy Mayor; and
- Two (2) other Councillors.

Relevant Council staff in an advisory capacity as required, usually consisting of:

- General Manager;
- Director of Infrastructure Services;
- Manager Roads and Bridges;
- Quarry Manager.

Quorum

The quorum is six (6) members, comprising at least two (2) Councilors, two (2) community representatives and two (2) Council staff, at least one (1) of whom must be representing Manex.

Committee Chair and Deputy Chair

The Chair will be the Mayor of the Coonamble Shire Council. In the absence of the Mayor, the Deputy Mayor will chair Committee Meetings.

Meeting Arrangements

Meetings will be held three (3) monthly.

Meetings are to be arranged and run in accordance with Council's Community Committee of Council Manual.

The Committee Secretary will be provided by the Department of Infrastructure Services.

Committee Delegation

The Committee has no delegated power and functions as an advisory committee to Council.

The Committee will endeavour to reach consensus on issues/recommendations before it is referred to Council for consideration.

Terms of Reference for the Coonamble Shire Roads Consultative Committee

In the instance of the Committee not being able to reach a consensus decision, the Council will consider the matter noting the various opinions of the committee.

Objectives

To provide for constructive consultation, feedback, advice and open lines of communication between Council on the one hand and community members on the other regarding policy setting, decision-making and management of the roads function, specifically dealing with matters relating to:

- Road infrastructure policy, including road hierarchy, asset management and service levels;
- Developing strategies to:
 - Balance expenditure to meet the needs of the rural and urban road users;
 - Provide best value in the provision of road infrastructure;
 - Improve the performance and management of Council's road network by the application of good practices and technologies; and
 - Secure alternative funding sources/arrangements where possible.
- Making recommendations to Council with regard to road infrastructure matters in the 10-year Community Strategic Plan, 4-year Delivery Plan and 1-year Operational Plan, including budgets;
- Making recommendations to Council with regard to the Road Infrastructure Asset Management Plans; and
- Progress made on the implementation of road infrastructure items in the 4-year Delivery Plan, 1-year Operational Plan and Asset Management Plan;

Assets specifically included:

- Rural and urban sealed and unsealed road pavements;
- Road drainage, including rural culverts and urban kerbing and stormwater drainage;
- Bridges;
- Roadside vegetation where it relates to road safety;
- Road signage, delineation and safety barriers.

Code of Conduct:

This committee is not a forum for discussions between Councilors and staff.

Its purpose is primarily to engage with the wider community. Members are reminded that Council's *Code of Conduct 2019* must be adhered to at all times. Discussions are to be constructive, remain respectful and not be attacking or demeaning in nature.

Section 7.2 of the Code specifically states that Councilors (or administrators in the case that an administrator is appointed) must not:

a) direct council staff other than by giving appropriate direction to the general

Terms of Reference for the Coonamble Shire Roads Consultative Committee

manager in the performance of council's functions by way of council or committee resolution, or by the mayor or administrator exercising their functions under section 226 of the Local Government Act 1993;

b) in any public or private forum, direct or influence or attempt to direct or influence, any other member of the staff of the council or a delegate of the council in the exercise of the functions of the member or delegate;

c) contact a member of the staff of the council on council-related business unless in accordance with the policy and procedures governing the interaction of councillors and council staff that have been authorised by the council and the general manager;

d) contact or issue instructions to any of council's contractors, including the council's legal advisers, unless by the mayor or administrator exercising their functions under section 226 of the Local Government Act 1993.

12.5 ECONOMIC DEVELOPMENT PROGRESS REPORT

File Number: D-5-5

Author: Pip Goldsmith, Manager - Economic Development & Growth

Authoriser: Hein Basson, General Manager

Annexures: 1. Inventory Template Example

PURPOSE

The purpose of this report is to provide Council with an update on recent economic development activities.

BACKGROUND

The Economic Development Officer's (EDO) role exists to facilitate the development of programs and activities that will stimulate economic development in the Coonamble Local Government Area (LGA). The objective of the role is to foster and facilitate development by assisting the growth and retention of business; reduce barriers and attract diverse, sustainable and responsible new industry development; and improve the profile of the LGA to attract investment, industry, new residents and tourism.

(a) Relevance to Integrated Planning and Reporting Framework

Coonamble Shire 2032 Community Strategic Plan for Coonamble Shire identifies 'Our Economy' as one of five (5) key themes.

(b) Financial Considerations

Replacement of fleet and site signage will be funded by Plant Operations and Building Maintenance budgets respectively.

COMMENTARY

Visitor Information Centre (VIC)

A team of Council staff are working closely with the Westbury Constructions to confirm the detailed project plan and budget components. These details will be negotiated during August and reported back to Council. It is anticipated that construction will commence in September 2020.

A project variation has been submitted with the Stronger Country Community Fund governing body to allow for an extended completion date and allocation of all grant funds to construction expenses, allowing for more streamlined funds management and acquittal.

Coonamble Chamber of Commerce

The EDO continues to regularly provide the Chamber with industry updates and resources from Federal and State government agencies for dissemination among members as the Chamber deems appropriate.

The EDO attended the Coonamble Chamber of Commerce's (the Chamber) Meeting (AGM) in July. Discussion related to Council operations included:

- Location of public amenities in the Coonamble CBD: there was a suggestion that Chamber could offer to convene a meeting; members indicated that a more appropriate and hopefully productive approach would see Council consult directly with individual businesses and landholders. Council staff have undertaken this consultation with the outcome summarised later in this report.
- Christmas Carnivale: there was discussion about the success of the 2019 event and plans for the 2020 event. Council undertook a survey following the 2019 event and the results of this survey have been provided to the Chamber to assist in collaborative planning for the 2020 event.
- Go Local First Campaign: The Council of Small Business Organisations Australia (COSBOA) is delivering a campaign to support local small and family businesses and encourage consumer spending locally, with small enterprises first. Chamber is interested in being involved and the EDO has requested additional information from COSBOA. The EDO has proposed a collaborative approach with the Chamber to leverage the campaign through own owned social channels.
- A community member proposed a heavy vehicle bypass be investigated for Coonamble. The consensus was that this would not encourage business and activity in Coonamble and so would not be supported.
- Member survey: Chamber plan to survey members regarding several relevant topics including Coonamble CBD public amenities location, impact of COVID-19, training and development needs, future events including Christmas Carnivale and Business Awards, and the proposal for a heavy vehicle bypass. The EDO looks forward to reviewing results with the Chamber and supporting future activities in response to member feedback.

Sale of former Mac's Dry Cleaning building

Mr Brian Sommerville has been formally advised of Council's acceptance of his offer to purchase 40 Castlereagh Street, Coonamble for the purposes of a supermarket development, and Council's solicitor has been instructed to prepare a contract for sale.

Council staff are in the process of reclassifying the property from 'community' land to 'operational' land. Staff do not expect to receive an update on plans for development until the exchange of property ownership has been completed.

Inland Rail

The General Manager and EDO have met with Andrew McIntyre, TfNSW Inland Rail Coordinator to discuss Council's preference for grade separation (i.e. when the rail and the road cross one another at different elevations or levels, typically achieved by constructing a bridge) at the intersection of the Inland Rail and Castlereagh Highway at Curban. TfNSW share this preference and along with Council will continue to lobby ARTC for this standard.

Interface Improvement Program – Upgrade to Gilgandra-Coonamble Line

Following the outcome of two Investment Logic Map (ILM) workshops, business analysts Ernst and Young (EY) have been working to engage with high priority stakeholders including Graincorp, Agrigrain and Transport for NSW (TfNSW). Considering the commercial nature of the business case, this engagement includes sharing of confidential information. To allow the productive and confident sharing of such information, non-disclosure agreements are currently being finalised. Once in place, these agreements will allow stakeholder to share valuable information that will contribute to the development of the business case to upgrade the line between Coonamble and Gilgandra and provide a connection to the Inland Rail at Curban.

The EDO met with Randall Medd, Inland Rail Project Manager, Gilgandra Shire Council and John Zannes, TfNSW Inland Rail Project Manager at Curban to discuss TfNSW's support for the project. It is anticipated that TfNSW will increasingly contribute to the project as it progresses through IIP gateways.

Environmental Impact Statement (EIS) briefings

Staff and Councillors have participated in numerous briefings hosted by ARTC regarding the Inland Rail EIS which is anticipated to be placed on public exhibition in September 2020. Information gathered at these briefings will assist staff in the preparation of a submission in response to the EIS, on behalf of the LGA.

Narrabri Gas project

The NSW Department of Planning, Industry & Environment has finalised its assessment for the Narrabri Gas Project and provided it to the Independent Planning Commission NSW for determination. A public hearing into the Project prior to determining the state significant development (SSD) application has been conducted electronically and many residents of this LGA participated.

The Commission also accepted written comments on the Narrabri Gas Project up to one week (seven days) after the hearing via email, post or online portal. Written comments are weighed the same as spoken presentations.

At the Ordinary Meeting of Coonamble Shire Council on 11 May 2016, it was resolved that Council oppose coal seam gas exploration and mining in the Coonamble LGA because of the unacceptable risks to our water catchments, groundwater, agricultural industries, natural environment and human health. This LGA and community-wide opposition has been expressed both prior to and since that resolution.

In representing this community's historical and ongoing opposition to coal seam gas exploration and mining in the Coonamble LGA, Coonamble Shire Council made a written submission which is in objection to the project. This submission is publicly available on the Independent Planning Commission's website (<https://www.ipcn.nsw.gov.au/projects/2020/03/narrabri-gas-project>).

Branding Implementation Plan

For the most positive impact, the implementation of Council's new brand must be consistent across as many touch points as possible while causing minimal disruption and incurring minimum costs during the rollout.

The following approach will be undertaken to implement Council's new brand:

1. Communication with internal staff before starting the process to help everyone gain clarity on the proposed course of action and so they can also be made aware they may be called upon to take on one or more of the tasks to help with the roll out.
2. Define all current touchpoints and inventory levels to determine priorities, time frame and when budget allocations will fall due. This step will be supported by a record of branded inventory. For Council's information, a draft version of such a record is attached to this report as Annexure 1. Please note, this inventory record is not yet complete and is included here as an example for Council's understanding of the process.

This inventory record will allow staff to minimise costs by only introducing new branding to inventory that has expired. Site and fleet signage will be the only signage that will incur additional costs, as all other touchpoints will be renewed with new brand as supplies deplete. Initial quotes indicate that 100 fleet stickers will incur a cost of approximately \$5000 and replacement of signage at the Coonamble Administration Office and Council depots will incur a cost of approximately \$5,500. There is capacity for these costs to be funded by the Plant Operations and Building Maintenance budgets respectively.

3. Define tasks and designate resources. These tasks will include engaging printers, briefing sign writers, allocating internal updates to appropriate staff and appointing a central review point. The most appropriate internal management of this project would be overseen by a communications officer or similar, once appointed in the staffing restructure process. By allocating tasks to this internal resource, there is clear and streamlined responsibility to implement brand guidelines and ensure appropriate templates are available.
4. Provide internal staff with updates on how the roll out is progressing and what to expect. The plan of attack, timeframe and what their role may be in the process.

The implementation of new branding has begun internally and will continue to be rolled out as resources allow. Practically, this will be supported by the implementation of the organisational restructure and particularly by staff employed to undertake communications, branding and marketing functions.

Masterplan Implementation

The following activities undertaken during July relate directly to the implementation of the Masterplan:

COONAMBLE SHIRE MASTERPLAN

REF.	ACTION	PROGRESS UPDATE (AUGUST 2020)
0.00	POLICY & LGA-WIDE PROJECTS	
0.35	Seek government support to assist in the establishment of Aboriginal tourism businesses in town	EDO has had initial conversations with Destination NSW Country & Outback (DNCO) about developing a tourism strategy recognising the opportunity to establish Aboriginal tourism businesses and the need for funding to do so. It is unlikely that DCO will provide funding, but can provide strategic support as Council seeks alternative funding.
0.36	Host a tourism seminar for locals to provide them with tools and contacts to start tourism businesses, including: ecotourism; Indigenous cultural experiences; agri-tourism; farm stays; etc.	Grant funding has been sought through NSW Small Business Month grants to host an agri-tourism webinar and gauge the interest in forming a cluster development program of potential local agri-tourism operators.
1.0.0	COONAMBLE TOWN MASTERPLAN	
1.0.8	Install Electric Vehicle charging points in locations deemed desirable to attract visitors, such as in Skillman's Lane carpark, at the Visitor Information Centre, at the Mineral Spa development, in Quambone and in Gulargambone.	Council staff have contacted NRMA following an announcement in July by the Minister for Regional Transport and Roads about government funding to extend the NSW network of EV chargers. Skillman's Lane carpark has been confirmed by both Council and NRMA as the first priority location for an EV charger.
1.1.0	ENTRANCES	
1.1.2	Design, manufacture and installation of sculptural birds (Coonamble, Quambone and upgrade of Gulargambone existing sculptures).	Drought Stimulus Package funding has been secured for the design, development and installation of sculptural birds. Expressions of interest for a project manager are currently being called, to allow for project commencement.
1.2.0	MAIN STREET	
1.2.1	Commission investigation and detail design of the reconfiguration of the intersection at the Castlereagh Highway and main street to TfNSW standards to allow better access and	Staff have had initial conversations with TfNSW, and interest has been shown in investigating reconfiguration. Council will continue to liaise with the TfNSW Regional Director to provide reasoning for

	sight lines to the main street, ensuring safe crossing points (provisional sum for design & construction budget).	assessment of a reconfiguration. TfNSW has indicated that as that organisation owns the asset, it would prefer to lead the investigation.
1.2.3	Install public amenities in prominent location on main street and provide attractive park-like setting.	The prefabricated building is expected to be delivered in December 2020, with installation expected to be complete within a month.
1.2.15	Pursue with RMS the investigation and implementation of a 40km/hour speed zone in Coonamble CBD.	Staff have had preliminary conversations with TfNSW and initial in-principle support has been provided. The proposal will be tabled at the Traffic Committee before progressing further.
1.3.0 COONAMBLE MINERAL SPA		
1.3.2	Commission detail design of Coonamble Mineral Spa/ Conference Facility to promote tourism and a multi-use facility in accordance with the masterplan (provisional sum for detail design & construction budget).	Staff have been lobbying the Department of Regional NSW for funding for investigation and design and continue to provide information in the pursuit of funding.
1.4.0 VISITOR INFORMATION CENTRE (VIC)		
1.4.1	Commission detail design of the VIC and surrounds to provide tourism opportunities for visitors and the community which celebrates the Aboriginal and non-Aboriginal cultural heritage of the district (provisional sum for design & construction budget).	Construction of the new VIC is expected to commence in late August / early September 2020.
1.4.2	Provide new carpark with accessible parking space and ramp to path to provide accessibility for all and links into the existing Smith Park network, re-align entrance road into VIC to provide safer entry and exit path and provide new bus and RV parallel parking within existing park driveway surface.	Civil works and landscaping are expected to commence in November 2020.
2.0.0 QUAMBONE MASTERPLAN		
2.0.7	Upgrade the playground to include: a tourism kiosk; wi-fi; public amenities; youth zone play equipment and outdoor ping-pong tables for casual hanging out and perching.	At the Ordinary Meeting of Council on 17 June 2020, funding from the Local Roads and Community Infrastructure Program was allocated for public toilets in Quambone. Once the funding guidelines have been received, a report will be prepared for Council with details of the allocation of funding to the Quambone toilets and various road projects. Council staff will work directly with the Quambone Resources Committee to have the toilet installed in the park as soon as possible.

2.0.24	Install Macquarie Marshes signage on Castlereagh Highway which is consistent with masterplan.	Council is working with Macquarie River Trails and neighbouring LGAs to install additional TASAC, interpretive and directional signage to the Macquarie Marshes.
3.0.0 GULARGAMBONE MASTERPLAN		
3.0.5	Install outdoor exercise equipment to Lions Park and Sports Ground to create fitness trail opportunities.	Stronger Country Communities Funding has been allocated to the project and staff are currently investigating equipment.
3.0.8	Install nature play based playground to Lions Park.	Stronger Country Communities Funding has been allocated to the project and staff are currently investigating equipment.

(a) Governance/Policy Implications

Economic Development activities work towards achieving the strategic objectives and delivery actions as outlined in the Economic Development Strategy 2020, Community Strategic Plan 2032, Delivery Plan 2017-2020 and Operational Plan 2019/20.

Future Economic Development progress reports will include updates on grants, events, communications and tourism projects and activities as the functions become more aligned following the implementation of the revised organisational restructure.

(b) Legal Implications

There are no legal implications arising from this report.

(c) Social Implications

Economic development increases social opportunities for the community.

(d) Environmental Implications

There are no environmental implications arising from this report.

(e) Economic/Asset Management Implications

There are no economic/asset management implications arising from this report.

(f) Risk Implications

There are no risk implications arising from this report.

CONCLUSION

Economic Development activities and projects continue to progress according to the Economic Development Strategy 2020.

RECOMMENDATION

That Council notes the contents of this report.

ITEM	TOUCHPOINT EXPOSURE (1 = High, 2 = Medium, 3 = Low)	STOCK LEVELS ON HAND	LAST ORDER PLACED?	RATE OF USE (QTY & TIME)	WHEN WILL NEW STOCK BE REQUIRED?	QTY TO REPRINT	BUDGET REQUIRED	TASK REQUIRED (ie. Order more stock by, get sizes etc...)	OWNER	EXTERNAL SUPPLIER
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Letterhead Template - General

Rates notices (Levy (White), Instalment (green),
Water (blue), Default (pink)

Overdue rates and charges contribution to works

General Manager Communiques

603 certificates

Application for variation of sewer discharge
factor

Change of Contact Details

Application to Erect Monument / Headstone

Application for Reserved Plot

Application for Burial Permit

Application for review of land classification

Application for Hire of Cat Trap

Application Form for Financial Hardship

Settlement Payment Summary

Direct Deposit into Council's Bank Account

Notification of Bank Account Details for EFT
Payment from Council

Property Information Inquiry Form

Sportsground & Showground Check Off List

Showground Booking Application Form

Council Pools Booking Application Form

Sportsground Booking Application Form

General Booking Application Form

Application for Variation of Sewage Discharge
Factor

Debtors

Letterhead Template + Our ref your ref

Incorrect Payment Received

Overdue Rates and Charges Contribution to
works

Letterhead Template + Office use only

Application for Credit

Rates and Charges Postponement Application

Application for Street Trading

Letterhead Template + Claim/Incident No: Date

Received:

Property Damage and Third Party Incident
Report

Injury / Incident / Near Miss Report

With Compliments

A5 With Compliments Pads

Envelopes

DLX Envelope 235 x 120mm

DLX Envelope 235 x 120mm - Window

C4 229 x 324mm

C4 229 x 324mm - Window

Business Cards

12.6 COMPULSORY ACQUISITION OF LAND FOR A BORE BATH FACILITY

File Number: D-5

Author: Pip Goldsmith, Manager - Economic Development & Growth

Authoriser: Hein Basson, General Manager

Annexures:

1. Map of proposed acquisition
2. Letter of support from Coonamble Racecourse & Recreation Reserve Trust

PURPOSE

The purpose of this report is to allow Council to formally progress the compulsory acquisition of a portion of Crown Land property for the purposes of the development of a bore bath.

BACKGROUND

Council staff are continuing to progress the compulsory acquisition of a portion of Lot 212 DP 754199 for the purposes of a bore bath development.

In preparing to adopt a resolution suitable for the purposes of acquisition and lodge an application with Office of Local Government NSW, staff have requested a search of the Native Title Register (NTR) and the Aboriginal Land Claims Register (ALCR). A Geospatial Search must accompany the NTR search request for it to be completed.

NTR search results below are based on the following Tribunal databases:

- Schedule of Native Title Determination Applications
- Register of Native Title Claims
- Native Title Determinations
- Register of Indigenous Land Use Agreements
- Notified Indigenous Land Use Agreements

Parcel ID	212//D754199	212//D754199
Featured Area SqKm	0.9026	0.9026
NNTT File #	<u>NC2012/001</u>	<u>NC2012/001</u>
Name	Ngemba, Ngiyampaa, Wangaaypuwan and Wayilwan native title determination application	Ngemba, Ngiyampaa, Wangaaypuwan and Wayilwan native title determination application
Category	Applications (Schedule)	Applications (RNTC)
Overlap Area SqKm	0.9026	0.9026
Percent Selected Feature	100.00%	100.00%

Council's request for Search of ALCR is still pending.

(a) Relevance to Integrated Planning and Reporting Framework

Coonamble Shire's 2032 Community Strategic Plan identifies 'Our Economy' as one of five (5) key themes. A bore bath development has been identified by the Coonamble Shire Masterplan as a priority project, and artesian water has been identified by the Economic Development Strategy 2020 as a key tourism opportunity.

(b) Financial Considerations

Each landowner affected by an acquisition is entitled to be compensated 'on just terms' in accordance with the *Land Acquisition (Just Terms Compensation Act) Act 1991* (the Act). The Act contains a statutory guarantee that the compensation will not be less than the market value of the land assessed in accordance with the Act. A qualified valuer will assist Council and Crown Lands reach agreement on the compensation payable.

If no agreement is reached and the acquisition occurs via the compulsory process, the compensation will be determined by the NSW Valuer-General, at Council's cost.

COMMENTARY

In preparing to make an application to the Minister of Local Government through the Deputy Secretary of the NSW Office of Local Government, Council staff have reviewed requirements and have included relevant information in the table below:

Information required for all compulsory acquisitions as per the Department of Local Government's 'Guidelines for the Compulsory Acquisition of Land by Councils'	Coonamble Shire Council response
<i>A copy of the relevant part of the minutes of the council meeting where council approved both the land being compulsorily acquired and making the acquisition application to the Minister and/or the Governor.</i>	A copy of the minutes from the Ordinary Council Meeting on 12 August 2020 will be provided.
<i>A copy of the report making the recommendation for the proposed compulsory acquisition.</i>	A copy of this report to the Ordinary Council Meeting on 12 August 2020 will be provided.
<i>A clear statement of the purpose for which the land is being acquired. For example, it is not enough to indicate that the purpose is to make it 'operational land'.</i>	The purpose for which the land is being acquired is for the development of a bore bath facility.
<i>A clear statement indicating which legislation the application is being made under (eg Local Government Act 1993 or Roads Act 1993).</i>	The application is being made under the Local Government Act 1993 (Section 186(1)) and the Land Acquisition (Just Terms Compensation) Act 1991 (Section 29).
<i>A written survey description of the land or easement to be acquired. For example:</i>	The land to be acquired is Lot 212 DP

<i>'Lot 1 DP 1085644' or 'Easement over Lot 7 DP 12345 as shown in DP 891011'.</i>	754199.
<i>Two copies of a registered deposited plan or acquisition plan clearly showing (by coloured edging or some other means) the land or interest proposed to be acquired. The copies should be in A4 size (not smaller or larger).</i>	Such a plan has been developed and is attached to this report as Annexure 1.
<i>The name and address of the landowner(s). This includes information on all owners of the land and/or an interest in the land, including mortgagees, lease/license/permit holders etc.</i>	Crown Land, managed by Coonamble Racecourse & Recreation Reserve Trust. Letter of support (attached to this report as Annexure 2) to be included.
<i>Confirmation on what the council wants to do with the mines and minerals in the land. See section 190 of the Local Government Act 1993 and/or section 180 of the Roads Act 1993.</i>	Council does not intend to mine or otherwise transfer or take any minerals from the land.
<i>A statement of the council's reasons for acquiring the land by compulsory process instead of by agreement, including a statement as to action taken by the council to acquire the land by agreement.</i>	In pursuing the acquisition of land by compulsory process, Council is following the advice of Rebecca Shaw, A/Property Development Project Officer, Strategic Sales & Disposal Unit – Customer & Systems, NSW Department of Planning, Industry and Environment – Crown Lands & Water Division.
<i>Copies of any submissions received by the council from the landowner, together with the council's comments on such submissions.</i>	n/a
<i>Evidence of council's negotiations with any party with a registered interest in the land, including a copy of any submissions received from those parties, and the council's comments on those submissions.</i>	n/a

(a) Governance/Policy Implications

Economic Development activities work towards achieving the strategic objectives and delivery actions as outlined in the Economic Development Strategy 2020, Community Strategic Plan 2032, Delivery Plan 2017-2020 and Operational Plan 2019/20.

(b) Legal Implications

Council will follow the compulsory acquisition process with respect to the Land Acquisition (Just Terms Compensation) Act 1991 and the Local Government Act 1993.

(c) Social Implications

There are no social implications associated with this report.

(d) Environmental Implications

There are no environmental implications associated with this report.

(e) Economic/Asset Management Implications

The acquisition of this land will result in it becoming an asset of Council, and there will be ongoing asset management implications associated with such gain.

(f) Risk Implications

If the compulsory acquisition process cannot be executed successfully, there is a risk of not having access to an appropriate site for the proposed bore bath development.

CONCLUSION

This information will be submitted to the Office of Local Government along with the completed form as prescribed by the Office of Local Government, as soon as ALCR results are returned.

RECOMMENDATION

- 1. That Council proceeds with the compulsory acquisition of a portion of the land described as Lot 212 DP 754199 for the purpose of a bore bath facility in accordance with the requirements of Section 29 of the Land Acquisition (Just Terms Compensation) Act 1991.**
- 2. That Council makes an application to the Minister of Local Government and the Deputy Secretary of the NSW Office of Local Government for approval to acquire a portion of Lot 212 DP 754199 or description of interest by compulsory process under Section 186(1) of the Local Government Act 1993.**
- 3. That Council, pursuant to the provisions of Section 31 of the Local Government Act 1993 classifies the land referred to in paragraphs one (1) and two (2) above as community land.**

Coonamble Shire Council proposes to compulsorily acquire of a portion of Lot 212 DP 754199 for the purposes of a bore bath development

The acquisition plan below demonstrated (by coloured dots on identified land parcel) the land or interest proposed to be acquired.



Coonamble Recreational
Recreation Reserve Trust
7th January 20

Dear Sir,

The above Trust agree that a portion of land held by the Trust be set aside for Council to develop a Box Baths facility.

I have spoken to John Gray at Coonamble Shire and he is awaiting a call from the Coonamble Shire to further pursue the application and work out details such as tenure of land and survey of land.

The use of water and access to water still to be worked out and common sense should prevail.

Yours faithfully

Michael Kennedy

COONAMBLE SHIRE COUNCIL	
FILE NO:	P1-10
- 8 JAN 2019	
DOC NO:	52946
ASSIGNED:	Warren
OPENED	EP ACTION: YES

12.7 COONAMBLE CBD PUBLIC AMENITIES**File Number:** D-5-33**Author:** Pip Goldsmith, Manager - Economic Development & Growth**Authoriser:** Hein Basson, General Manager**Annexures:** Nil**PURPOSE**

The purpose of this report is to provide Council with the outcome of the pursual of community support for the proposed location of public amenities at 79 Castlereagh Street, Coonamble.

BACKGROUND

- 2018 Council purchased the former Mac's Dry Cleaning building with the intent to develop public amenities at the property, and successfully submitted an application for funding to do so.
- Dec 2019 Mr Sommerville approached Council to express his interest in the property to develop along with his neighbouring properties, for the purposes of leasing to a supermarket operator.
- Jan 2020 Messieurs Sommerville and Khan confirmed their intent in writing to Council.
- Feb 2020 Council resolved to request a firm offer to purchase and firm commitment for pursual of a supermarket development from Messieurs Sommerville and Kahn, which was duly submitted.
- March 2020 With the understanding that the former Mac's Dry Cleaning building was no longer available for public amenities, Council considered four (4) alternate sites and resolved to purchase 79 Castlereagh Street for that purpose.
Mr Sommerville withdrew his offer to purchase the former Mac's Dry Cleaning building just before the Ordinary Council Meeting.
- May 2020 Council resolved to progress the development of public amenities at 79 Castlereagh Street with the purchase of a prefabricated building and community consultation project for the design and artwork of the building and site.
- June 2020 A petition was delivered to Council and the funding body, opposing the location of amenities at 79 Castlereagh Street.
The funding body has advised Council that a project variation will not be approved without demonstration of majority community support for a change in location.
- July 2020 An extraordinary meeting of Council was held to consider the sale of the former Mac's Dry Cleaning building, and pursuing the necessary evidence demonstrating community support for the changed location of the public amenities, with the following outcome:

7.2 LETTER OF INTENT TO PURCHASE COUNCIL PROPERTY: THE FORMER MAC'S DRY CLEANER BUILDING; LOCATION OF PUBLIC AMENITIES IN THE COONAMBLE CENTRAL BUSINESS DISTRICT.

RESOLUTION 2020/1

Moved: Cr Pat Cullen

Seconded: Cr Barbara Deans

1. That Council authorises the General Manager to enter into an agreement with Mr Brian Sommerville to allow him to purchase the premises located at 40 Castlereagh Street, Coonamble for the amount of \$57,110.86 for the purpose of establishing a supermarket in the Main Street of Coonamble.
2. That Council follows the required legislative reclassification process in terms of its Local Environmental Plan to reclassify Lot 1, DP961887 (the former Mac's Dry Cleaning premises) as 'operational' land.
3. That Council re-determines its preferred location for the erection of public toilets within the Coonamble Central Business District (CBD) as the vacant block located at 79 Castlereagh Street, Coonamble; based on the information discussed in the body of the report, that the vacant block located at this mentioned location presents the best location for the construction of public toilet facilities within the Coonamble CBD because of its visibility, safety aspects for users, close proximity to the shops within the main street and strategic considerations to beautify the corner block to the entrance of the main street into the future.
4. That Council pursues the necessary evidence demonstrating community support for the CBD Public Toilet Project also through its elected members canvassing their constituents (including individuals, businesses and community groups), in order to satisfy the requirements of the grant funding body as stated in the body of the report.

CARRIED

Cr Churchill requested that her name be recorded as voting against this resolution, which was carried 4 votes / 1 vote.

(a) Relevance to Integrated Planning and Reporting Framework

P1. Our community is connected across geographic, interest, cultural and social groups

I2. Our community benefits from access to appropriate facilities

I3.4 Maintain all public facilities to ensure safety and promote use

I4. Our community is looking to the future to improve and protect our access to resources

EC1.1 Re-establish and maintain robust, well patronised Coonamble and Gulargambone main street shopping precincts

(b) Financial Considerations

\$331,529 had been confirmed and allocated to providing public amenities in the Coonamble CBD. Of this, \$250,000 has been provided by the Stronger Country Communities Fund and \$81,529 has been allocated from Council funding.

Coonamble Shire Council's total investment in 40 Castlereagh Street to date is \$57,110.82 (comprising of \$54,424.90 purchase price, and \$2,685 of associated legal costs and stamp duty). The offer for purchase of the property compensates Council for these costs.

Coonamble Shire Council's total investment in 40 Castlereagh Street to date is \$52,626 (comprising of \$50,000 purchase price, and \$2,626 of associated legal costs and stamp duty).

Council has confirmed \$193,800 investment in an Exeloo Jupiter Silver triple toilet with accessible and ambulant cubicles, expected to be delivered in December 2020.

COMMENTARY**Call for community contribution to design and artwork of public amenities**

Council received one public submission which has been provided to the technical panel for review and consideration. The distraction caused by uncertainty of location is likely the reason for minimal community contribution. As a result, artwork and design suggestions will be made by the technical panel. The technical panel will meet the week commencing 17 August 2020 to progress the project.

Consultation regarding location

As reported to Council's Extraordinary Meeting on 23 July 2020, Community interest in the location of the amenities has impacted a decision by the funding body to allow a project variation of the location of the project. In response to requests of the funding body, at that extraordinary meeting it was resolved:

That Council re-determines its preferred location for the erection of public toilets within the Coonamble Central Business District (CBD) as the vacant block located at 79 Castlereagh Street, Coonamble; based on the information discussed in the body of the report, that the vacant block located at this mentioned location presents the best location for the construction of public toilet facilities within the Coonamble CBD because of its visibility, safety aspects for users, close proximity to the shops within the main street and strategic considerations to beautify the corner block to the entrance of the main street into the future.

And

That Council pursues the necessary evidence demonstrating community support for the CBD Public Toilet Project also through its elected members canvassing their constituents (including individuals, businesses and community groups), in order to satisfy the requirements of the grant funding body as stated in the body of the report.

In pursuing this necessary evidence, Councillors provided their constituents with an opportunity to demonstrate this support by way of signing a proforma letter. As of 5 August 2020, 137 signed letters of support from community members were delivered to Council.

In response, community members who object to the location of the CBD has also distributed a proforma letter expressing this opposition.

As of 5 August 2020, 227 signed letters of opposition from community members were delivered to Council. Staff expect these and additional letters of opposition to be provided directly to the funding body, and staff will also report to the funding body about the letters of opposition received by Council.

These above-mentioned letters will be made available at the Council Meeting for Councillors to view and would also be available for inspection by Councillors in the General Manager's office during the days leading up to the Council Meeting.

Additionally, one requirement of the funding body is that Council demonstrates a level of consultation commensurate with the original submission for funding. In aligning with the Chamber of Commerce's preference for individual businesses and landholders in the CBD to be consulted, 23 businesses in and around the Coonamble CBD were informally canvassed by Council staff and each provided feedback about their preferred location for amenities and reasons for opposition (if opposed) for toilets being located at 79 Castlereagh Street.

Many businesses had more than one preferred location. Of the preferred locations, 12 businesses identified Skillman's Lane Carpark, six (6) had no preference of site, five (5) identified the former RSL Club site, four (4) specified a site central to the main street, one (1) identified the current proposed site at 79 Castlereagh Street and one (1) identified a vacant block on Tooloon Street.

Seven (7) of the 23 businesses consulted had no opposition to the current proposed location at 79 Castlereagh Street. Of those businesses opposing the site, many provided more than one reason. Nine (9) businesses opposed the location because the property had been purchased from the Mayor, seven (7) businesses had concerns about the appearance of the amenities at the location, six (6) businesses have another preferred location, four (4) businesses recognised limited parking, one (1) opposed toilets being located opposite a heritage building and one (1) had concerns about development on a neighbouring property affecting the amenities building.

Contributing organisations included Halcroft & Bennett, Joe's Butchery, Women's Shed, Murtech, Coonamble Police, Coonamble Post Office, Commonwealth Bank, Global Village, Coonamble Times, Outback Arts, Earth n Beauty, Cottage Industries, Community Corrections, Sommo's Toys and Variety, Castlereagh Medical Centre, Bucking Bull, CJs, Noel's His n Hers, Coonamble Pharmacy, Leonard's Store, Castlereagh Electrical, Cant's Home Hardware and Redie.

Following consultation, Skillman's Lane carpark and the site of the former RSL building appear to be the two sites with greatest community support for the location of a toilet. Following is a comparison of estimated costs and summary of options and implications for each site of Council and community preference:

	Skillman's Lane Car Park	79 Castlereagh Street	RSL Club
Purchase price	n/a	\$52,626	\$85,000
Legal fees	\$3,000	inc above	\$3,000
Demolition and site clean up	n/a	n/a	\$150,000
Exceloo Silver triple JUPITER	\$193,800	\$193,800	\$193,800
Installation by Exeloo	\$19,600	\$19,600	\$19,600
Rendering quote (\$45/sq m. @ 21 x 5m)	n/a	\$5,000	n/a
Local plumbing and electrical trades	\$10,000	\$10,000	\$10,000
Council trenching work for installation	\$10,000	\$10,000	\$10,000
Civil works	\$10,000	n/a	\$10,000
Design and artwork	\$15,000	\$15,000	\$15,000
Landscaping	\$15,000	\$15,000	\$30,000
Preliminary carpark layout design	\$20,000*	n/a	n/a
Total estimated costs	\$296,400	\$321,026	\$526,400

*This represents an estimated figure and could well be a lesser amount.

- Skillman's Lane carpark. Recommended and presented at the Masterplanning workshop on 12 February, there is potential to develop a public amenity building in the carpark at the end of the lane, visible from the Main Street. There is potential for the ordered Exeloo to be located here.
- 79 Castlereagh Street. All structures on the block have been demolished and removed after being destroyed by fire in 2018. Council decided to purchase the property for the purposes of public amenities in March 2020 and progress has been made towards installing such a building on the site.
- 18 Castlereagh Street. The site of the now closed RSL club is currently unused. The building requires significant renovation and repair, and demolition is likely the most cost-effective option to allow for public amenities to be developed on the site. Ownership and whether the property is for sale is unknown. This site is also deemed to be cost prohibitive.

(a) Governance/Policy Implications

Council is obliged to meet the guidelines and requirements of funding bodies, ensuring the responsible management and appropriate acquittal of State public funds.

Aims of the Coonamble Local Environmental Plan 2011 include:

- to encourage sustainable economic growth and development within Coonamble, and
- to encourage and provide opportunities for local employment growth and the retention of population in Coonamble.

(b) Legal Implications

There are no legal obligations associated with this report.

(c) Social Implications

The availability of public amenities in the same CBD precinct will have a significant positive social impact for the community.

(d) Environmental Implications

There are no environmental implications arising from this report.

(e) Economic/Asset Management Implications

The availability of public amenities in the CBD precinct will provide potential for economic benefits for local retail and tourism sectors.

(f) Risk Implications

Should the CBD public amenities project not be completed and acquitted within the guidelines and approved variation of the funding body, Council risks needing to return \$250,000 Stronger Country Communities Funding. This will be a significant financial loss to the community and will require funds to be reallocated from elsewhere in the budget.

CONCLUSION

There has been clear and consistent community opposition to the placement of public amenities at 79 Castlereagh Street, and as such, majority community support for the location cannot be demonstrated.

Relocating the amenities building to Skillman's Lane carpark will allow community preferences to be acknowledged while executing a successful project and meeting requirements of the funding body.

COMMENTARY: GENERAL MANAGER

I understand that the current situation with the location of the public toilets in the Coonamble CBD is a painful dilemma for Councillors to deal with.

May I suggest that a sensible way forward would be for elected representatives to view the circumstances as they have unfolded objectively, and with the focus on what decision would be perceived by the community as to what is in their best interest? It may be a consideration to also acknowledge the benefit of putting a matter to bed that has been ongoing for quite a while and which had and has a negative impact on staff morale and the community spirit alike.

For the record, it needs to be stated that it would be reasonable (when looking at the history of this project) for a person to form the opinion that the original issue was about whether public toilet facilities were needed in the Coonamble CBD, and not the exact location of these facilities. Only the one location (i.e. the former Mac's Dry Cleaners) was considered when the project was initiated. When this option became an impossibility to pursue for this purpose because of the proposed supermarket development in the Main Street, other options were considered – including the block at 79 Castlereagh Street, which belonged to the Mayor. Although I am sensitive to and empathise with the community about the perception that had been created in the minds of particular individuals and community groups by Council deciding to purchase this block for the purpose of public toilet facilities, I am saddened and disappointed with the nature of the recent community campaign which has become targeting of specific Council officials. As such, it is perceived to be divisive, non-

conciliatory and without compassion. The intensity of this drive has also potentially done damage to a healthy, positive community spirit that may take years to repair.

In the spirit of conciliation and in order to break the current toxic cycle, and also with the acknowledgement and acceptance of the necessary responsibility that all situations in life are co-created (meaning that Council needs to take responsibility for the part it has played in creating this situation), I suggest for Council to objectively consider the following points:

- Council has adopted a resolution at its Extra-Ordinary Meeting held on 23 July 2020 which allowed for an opportunity to canvass community support for the location of the public toilets at 79 Castlereagh Street.
- The current number of letters received in support of this above-mentioned location is **137**, whilst the number of letters received in opposition of this location is **227** – with a clear indication (**220**) that the Skillman's Lane carpark option should be the location of this facility.
- The feedback that Council received from submissions during the public exhibition period of its Coonamble Shire Masterplan also indicated the community's preference for this mentioned carpark location.
- The recent feedback received by staff from 12 businesses which have been consulted with is also supportive of the carpark option.
- The original recommendation in February 2020 from sala4D and staff was for the carpark option to be pursued.
- If Council is unable to demonstrate adequate community support for the location of the public toilet facilities at 79 Castlereagh Street, the funding body may well decide not to make the \$250,000 grant funding available to Council for purposes of the construction of these facilities. As Council has been unable to demonstrate such support to date, the probable outcome will not be in the best public interest (i.e. the grant monies being withdrawn by the funding body).
- The carpark option is a relatively affordable option for Council to consider – acknowledging that the purchase price for 79 Castlereagh Street has already been paid for by Council and as such should strictly be taken into account as contributing to the total cost amount for the establishing of the public toilet facilities within the Coonamble CBD. This will leave Council with a budget shortfall of \$17,497; which amount will have to be covered by an increase in Council's financial contribution towards the project from the current \$81,529 to an amount of \$99,026. It is suggested that it be funded from Council's working capital.
- The security concerns about the carpark option is claimed not to be substantiated by Police statistics and could potentially be satisfactorily addressed through the adequate provision of lighting and safety cameras at the toilet block and in the carpark.
- The public toilet facilities would be able to be clustered together with the proposed charging station for electric vehicles within this carpark, which could be viewed as a good planning outcome demonstrating some synergies.
- The vacant block at 79 Castlereagh Street could be held in abeyance for future strategic use.

Based on the above consideration points, that Council reconsiders its position about its preferred location of the public toilet facilities in the Coonamble CBD and resolves for these facilities to be located at the Skillman's Lane carpark.

RECOMMENDATION

- 1. That Council reconsiders the planned location of the public toilets in the Central Business District (CBD) of Coonamble, given the information discussed in the body of the report.**
- 2. That Council determines the Skillman's Lane carpark as the community's preferred location of public toilets in the Coonamble CBD.**
- 3. That Council advises the funding body of the preferred location mentioned in paragraph two (2) above, provides evidence of community support for this location as has been demonstrated and reported to Council and requests approval of the relevant project variation to meet funding requirements.**
- 4. That Council commissions a design of Skillman's Lane carpark to ensure the placement of the amenities building will complement future development of the site.**
- 5. That a community-led public art project calls for creative contribution to the artwork on the amenities building and it's surrounds in Skillman's Lane carpark, and staff prepare a report to allow Council to review and consider this community contribution and suggestions before making a decision about the design and artwork to be used on the amenities building.**
- 6. That relevant Council staff oversee the project management of the installation of the amenities building and completion of development of the site, including the employment of local concreting, electrical, plumbing and landscaping contractors wherever possible.**
- 7. THAT COUNCIL INCREASES ITS FINANCIAL CONTRIBUTION TOWARDS THE PUBLIC TOILET PROJECT IN THE COONAMBLE CBD FROM THE CURRENT \$81,529 TO AN AMOUNT OF \$99,026 AND THAT SUCH INCREASE BE FUNDED FROM COUNCIL'S WORKING CAPITAL.**

12.8 RATES AND CHARGES COLLECTIONS - JULY 2020

File Number: Rates - General - R4

Author: Melissa Curtis, Revenue and Finance Officer

Authoriser: Bruce Quarmby, Director of Corporate and Urban Services

Annexures: Nil

PURPOSE

The purpose of this report is for Council to be updated with the most recent information pertaining to its rates and charges collections – as applicable to the month of July 2020.

BACKGROUND

(a) Relevance to Integrated Planning and Reporting Framework

The annual rate charges are set out within Council's Operational Plan.

(b) Financial Considerations

The annual rate charges are set out within Council's Operational Plan.

	31 July 2020	31 July 2019
Rates and Charges	\$7,193,874.01	\$6,770,279.86
Water Consumption	\$271,769.62	\$267,112.90
Total	\$7,465,643.63	\$7,037,392.76

COMMENTARY

Rates and Charges

	31 July 2020	31 July 2019
Rates and charges in arrears as at 30 June 2020	\$904,997.89	\$694,494.20
Rates/charges levied & adjustments for 2020/2021	\$6,962,628.59	\$6,692,443.83
Pension Concession	(\$104,272.58)	(\$108,074.48)
Amounts collected as at 31 July 2020	(\$569,479.89)	(\$508,583.69)
Total Rates and Charges to be Collected	\$7,193,874.01	\$6,770,279.86

The amount levied for rates and charges for 2020/21 includes the current year's annual rates and charges and any interest added since the date the rates notices were issued. The amount received as at the 31 July 2020 includes receipts for both arrears and the current year's amounts outstanding.

It should be noted that the rates and charges 2020/21 levied amount is reduced by the pensioner concession of \$104,272.58; reducing the amount of income derived

from these rates and charges. Of this concession, Council's contribution is 45%, which represents an amount of \$46,922.70.

The rates and charges as at 31 July 2020 represents 91.44% of the total annual rates and charges levied and outstanding (compared with 91.65% on 31 July 2019).

Water Consumption Charges

	31 July 2020	31 July 2019
Water Consumption Charges and arrears as at 31 July 2020	\$399,024.06	\$435,238.91
Water Consumption charges & adjustments 2020/21 year to date	\$0.00	\$0.00
Amounts collected as at 31 July 2020	(\$127,254.44)	(\$168,126.01)
Total Water Consumption Charges to be Collected	\$271,769.62	\$267,112.90

The water consumption charges as at the 31 July 2020 represents 68.11% of the total water consumption charges outstanding (compared to 61.37% on 31 July 2019).

Debt Recovery Agency

Council has not issued any new referrals to the Debt Recovery Agency that acts on behalf of Council.

(a) Governance/Policy Implications

Council staff comply with the directions provided by Council's suite of policies that govern this function of Council.

(b) Legal Implications

The collection of outstanding rates and water charges can result in potential legal costs associated with challenges in courts of appeal. However, as these charges are legislative the risk of this action is minor.

(c) Social Implications

The collection of rates and water charges does impact on the community. For this reason, Council is always willing to negotiate payment terms with outstanding debtors. Debtors are afforded several opportunities to contact Council regarding these matters.

(d) Environmental Implications

The collection of rates and water charges does impact on the community. For this reason, Council is always willing to negotiate payment terms with outstanding debtors. Debtors are afforded several opportunities to contact Council regarding these matters.

(e) Economic/Asset Management Implications

There are no economic or asset management implications arising from this report.

(f) Risk Implications

There are no risk implications arising from this report.

CONCLUSION

The rates and charges as at the 31 July 2020 represents 91.44% of the total annual rates and charges levied and outstanding from previous years by Council (compared with 91.65% in 31 July 2019). The water consumption charges as at 31 July 2020 represents 68.11% of the total water consumption charges outstanding from previous years (compared to 61.37% in 31 July 2019).

RECOMMENDATION

That Council notes the information provided in the report.

12.9 STATUS OF INVESTMENTS - JULY 2020

File Number: Investments General - I5

Author: Emma Kelly, Finance Manager

Authoriser: Bruce Quarmby, Director of Corporate and Urban Services

Annexures: Nil

PURPOSE

The purpose of the report is for Councillors to note the status of its investment portfolio.

BACKGROUND

(a) Relevance to Integrated Planning and Reporting Framework

L1.4.10 Maintain long term financial viability

(b) Financial Considerations

Investment levels and interest rates are currently on par with the revised estimate calculations.

COMMENTARY

Financial Institution	Invest Rating S&Ps	Investment Type/Maturity Date	Current Rate	Term	Amount (\$)
Bank of Queensland	A2	Term Deposit - 10/08/2020	1.40%	150 Days	1,000,000
Bendigo Bank	A2	Term Deposit - 17/09/2020	0.75%	91 Days	1,000,000
Bendigo Bank	A2	Term Deposit - 29/08/2020	0.20%	30 Days	1,000,000
Commonwealth Bank	A1+	Term Deposit - 24/09/2020	0.68%	120 Days	1,000,000
Commonwealth Bank	A1+	@ Call Account	0.25%		2,500,000
IMB	A2	Term Deposit - 16/10/2020	0.80%	90 Days	1,000,000
IMB	A2	@ Call Account	0.10%		1,500,000
National Australia Bank	A1+	Term Deposit - 25/08/2020	1.03%	120 Days	2,000,000
National Australia Bank	A1+	Term Deposit - 11/08/2020	1.00%	90 Days	1,000,000
National Australia Bank	A1+	Term Deposit - 01/09/2020	1.00%	120 Days	2,000,000
National Australia Bank	A1+	Term Deposit - 14/08/2020	1.10%	119 Days	1,500,000
National Australia Bank	A1+	Term Deposit - 29/10/2020	0.75%	90 Days	2,000,000
National Australia Bank	A1+	Term Deposit - 02/09/2020	1.00%	120 Days	1,500,000
Reliance C/U	Unrated	Term Deposit - 17/08/2020	1.50%	182 Days	500,000
St George	A1+	Term Deposit - 18/12/2020	0.70%	151 Days	500,000
St George	A1+	Term Deposit - 31/07/2020	0.45%	60 Days	500,000
TOTAL					20,500,000

Financial Institution	Invest Rating S&Ps	% of Investment	Max per Investment Policy	Amount (\$)
Commonwealth Bank	A1+	17%	50%	3,500,000
National Australia Bank	A1+	49%	50%	10,000,000
St George	A1+	5%	50%	1,000,000
Bendigo Bank	A2	10%	35%	2,000,000
IMB	A2	12%	35%	2,500,000
Bank of Queensland	A2	5%	35%	1,000,000
Reliance C/U	Unrated	2%	10%	500,000
				\$ 20,500,000

Rating	% of Investment	Policy	Amount
A1+	71%	100%	14,500,000
A1	0%	80%	-
A2	42%	60%	5,500,000
Unrated	2%	30%	500,000
			\$ 20,500,000

General Fund Investments	13,587,193.62
Sewerage Investment Fund	2,585,081.56
Water Investment Fund	4,327,724.82
	\$ 20,500,000

Interest earned on Investments for 2020-2021 as at 31st, July 2020	\$ 10,349
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(a) Governance/Policy Implications

Monthly financial reporting ensures transparency of financial reporting to enable Councillors to make financially sustainable and accountable decisions.

(b) Legal Implications

All investments continue to be made in accordance with the requirements of the *Local Government Act 1993* and Council's Investment Policy.

(c) Social Implications

Council funds are used to provide services and infrastructure to the community and, as a result, well managed funds maximise the level of financial resources available to support the community.

(d) Environmental Implications

There are no environmental implications arising from this report.

(e) Economic/Asset Management Implications

Sound economic management includes maximising Council's return on investment, and this is achieved by closely monitoring Council's investments in line with Council's Investment Policy.

(f) Risk Implications

Sound economic management includes maximising Council's return on investment, and this is achieved by closely monitoring Council's investments in line with Council's Investment Policy.

CONCLUSION

Funds have been restricted to ensure all areas of Council can continue to operate in accordance with both the annual Operational Plan and the Long-Term Financial Plan. Further, all investments are continued to be made in accordance with the requirements of the *Local Government Act 1993* and Council's Investment Policy.

RECOMMENDATION

That Council notes the list of investments as at 31 July 2020 and also that these investments comply with section 625(2) of the *Local Government Act 1993*, Clause 212 of the *Local Government (General) Regulation 2005* and Council's Investment Policy.

12.10 URBAN SERVICES - WORKS IN PROGRESS

File Number: Reports (R6)

Author: Bruce Quarmby, Director of Corporate and Urban Services

Authoriser: Bruce Quarmby, Director of Corporate and Urban Services

Annexures: Nil

PURPOSE

The purpose of this report is to provide information on works in progress within Council's Urban Services Department for the month of July 2020 along with planned future works.

BACKGROUND

Council's Urban Services department goal is to maintain and enhance the recreational and open space areas including parks, gardens, ovals, showground, cemeteries, public pools and streetscapes – as well as providing support for technically sound construction and maintenance of public infrastructure within the community.

(a) Relevance to Integrated Planning and Reporting Framework

- I2.1.2 – Support development of facilities within Council budget and priorities.
- I2.1.5 – Maintain/Improve parks to acceptable standards.

(b) Financial Considerations

Provision is made within the 2020/21 Operational Plan and Budget to fund the associated works and programs listed in this report.

COMMENTARY**Urban Services:**

- The works program continues to focus on maintaining the presentation of the open spaces in Coonamble, Gulgargambone and Quambone.
- Council has received advice that John Murray plans to be in Coonamble during the second half of August to carry out repairs to the mural on the decommissioned reservoir at the Coonamble Sportsground.
- In accordance with normal operational practices, expressions of interest for the sale of superseded plant have been called with a closing date of 12 August.

Vandalism Update:

- Vandalism costs incurred by Council for the 2020/21 financial year to date amount to \$637.

Pools:

- Coonamble and Gulargambone Pools have been winterised for closure.
- Representatives from the EPA and Council staff conducted an inspection of the facility to ensure compliance with the EPA licence with no significant issues identified.
- The renovations to the change rooms at the Coonamble Pool are due for completion by the end of August 2020

Buildings:

- Construction of a two (2) bay garage at 94 Carinda Road is planned to commence during the month of August.
- Works on the replacement of the damaged fence at the Coonamble Museum are due for completion prior to the end of August.
- Ongoing minor maintenance continues as required.

(a) Governance/Policy Implications

Maintenance of Council's infrastructure assets is carried out in accordance with Council's adopted management plans.

(b) Legal Implications

There are no legal implications arising from this report.

(c) Social Implications

Maintenance works are programmed, where practical, to minimise social impacts.

(d) Environmental Implications

There are no environmental implications arising from this report.

(e) Economic/Asset Management Implications

Works are scheduled in accordance with Council's adopted Operational Plan and Budget to ensure Council's assets are maintained to an appropriate standard.

(f) Risk Implications

Regular maintenance works are scheduled and carried out to reduce Council's overall risk exposure.

CONCLUSION

The report provides updated information on the projects and planned works for Council's information

RECOMMENDATION

That Council notes the information in this report.

12.11 PROPOSED COONAMBLE SES BUILDING - FUNDING UPDATE

File Number: State Emergency Services (S-7)

Author: Bruce Quarmby, Director of Corporate and Urban Services

Authoriser: Hein Basson, General Manager

Annexures: Nil

PURPOSE

The purpose of this report is to inform Council that the grant application submitted under the NSW Infrastructure Grants Program was not successful. The application was for \$200,000 with the funds to be utilised in the construction of the proposed SES building at 92 Aberford Street, Coonamble.

BACKGROUND

At its February 2020 Council meeting, a report was tabled for Council's consideration regarding the approved design and associated costings for the construction of a new NSW State Emergency Services (SES) building in Coonamble. Aside from providing Council with a brief history of the project, the report highlighted a shortfall in funding of approximately \$140,000. To address the funding deficit, Council passed the following resolution:

"4670 RESOLVED on the motion of Crs. Fisher and Cullen:

1. That Council applies for the necessary additional funding required to complete a new State Emergency Services building in Coonamble under the NSW Government's Infrastructure Grants in the category of Disaster Readiness and Community Infrastructure."

As Council has been unsuccessful in obtaining the balance of funding required to allow the project to proceed, Council must now re-examine its options for funding the proposed works.

(a) Relevance to Integrated Planning and Reporting Framework

I3.2.2 Continue sponsorship of SES to respond to disasters.

(b) Financial Considerations

Budgeted expenditure and income estimates of \$550,000 have been included in Council's adopted 2020/21 Operational Budget. It should be noted that the income to fund the project was comprised of the following sources:

- Council contribution of \$200,000 sourced from internal reserves.
- Grant Fund income of \$350,000 comprised of a confirmed \$150,000 grant from the NSW State Emergency Services, with the balance being \$200,000 sourced from alternative grant fund streams.

Given the unfavourable outcome of the grant application, Council is now required to identify an alternative source for the \$200,000 to allow the project to proceed.

COMMENTARY

Following notification of the unsuccessful grant application, Council staff contacted SES personnel to discuss the issue of identifying an alternative funding stream to progress the proposed project. An informal request for Council to consider co-funding the shortfall with the SES was raised. Should both Council and the SES agree, it would increase each of the organisation's contributions to \$300,000 and \$250,000, respectively.

In addressing the funding shortfall Council is presented with the following options:

- Repurpose an internal reserve.
- Seek additional grant funding.
- Investigate a possible staged approach, noting that certain elements of the project will be delayed until the 2021/22 financial year.
- Re-allocation of funding from a general fund capital works project already included in Council's adopted 2020/21 Operational Plan.

Of these options, the most favourable is seeking additional grant funds to make up the \$200,000 shortfall. Given that the NSW State Emergency Services has a mutual interest in progressing the project, a formal approach should be made to ascertain if they have additional funding available to contribute to the project. Alternatively, Council has been notified that the next round of Clubgrants Category 3 Infrastructure Grants opens on Monday, 21 September 2020. Council may wish to consider resubmitting an application for funding under this program.

(a) Governance/Policy Implications

Capital renewals and maintenance of Council's Infrastructure assets is carried out in accordance with Council's adopted management plans and operational budget.

(b) Legal Implications

Legal Operational Conditions imposed under the Environmental Planning and Assessment Act 1979 and the Regulations thereunder, Council's Local Environmental Plan and Development Control Plans.

(c) Social Implications

The provision of adequate and appropriately designed facilities for the SES is an important consideration, as these emergency services are primarily provided during adverse emergency periods, placing a high level of stress on volunteers. Obviously, it is also important for the community to have access to the effective provision of services during these emergencies.

(d) Environmental Implications

There are no direct environmental implications arising from this report.

(e) Economic/Asset Management Implications

The new building will be of a higher value than the old structure and, as such, will attract a higher depreciation cost – which will impact negatively on Council's financial "bottom line". Since the decision to progress this project was made some time ago, this consideration is no longer relevant as far as the approval of the project is concerned. However, it is still important for Council to be aware of this increased cost, as well as the cumulative effect of new infrastructure on its operational costs going forward.

(f) Risk Implications

Currently there are no risk implications arising from this report.

CONCLUSION

The construction of a new SES building will provide for a more effective structure from which these services can be provided into the future. The project was included in Council's adopted 2020/21 Operational Plan, contingent on Council securing \$350,000 in grant funding towards the cost of the project.

As reported in the body of the report, Council's application to the NSW Government Infrastructure grant scheme was unsuccessful, leaving a \$200,000 shortfall in funding for the project. Until this funding shortfall is addressed construction of the new SES building in Coonamble cannot proceed.

RECOMMENDATION

- 1. That Council formally approaches the NSW State Emergency Services with a view to securing the necessary additional funding required to complete a new State Emergency Services facility in Coonamble.**
- 2. That, should the approach to the NSW State Emergency Services be unsuccessful, Council submits an application under the Clubgrants Category 3 infrastructure scheme (opening on 21 September 2020) for the additional funding required to allow the works mentioned in paragraph one (1) above to proceed.**

12.12 SALEYARDS REPORT

File Number: Saleyards - General S1

Author: Emma Kelly, Finance Manager

Authoriser: Bruce Quarmby, Director of Corporate and Urban Services

Annexures: 1. Minutes of Saleyards Committee Meeting - 23 July 2020

PURPOSE

The purpose of this report is to keep Council informed of monthly income and expenditure associated with the saleyards.

BACKGROUND

The following information details income and expenditure associated with the Coonamble saleyards for the month of July 2020.

(a) Relevance to Integrated Planning and Reporting Framework

14.1 Ensure long term management and protection of our community assets.

(b) Financial Considerations

The Saleyards/ Truck wash unit was originally set up as a business unit for Council. Whilst the truck wash continues to return a profit on its operations, the saleyard operations continue to run at a deficit – as has been the case for a number of previous financial years.

COMMENTARY

SALES							
CATTLE:							
Date	Type	Scale	Amount (\$)	VA	Amount (\$)	Total Cattle/ Sheep	Total Amount (\$)
23/07/2020	Fat Sale	1,107	2,314.63			1,115	8,751.23

SALEYARDS ACCOUNT 01/07/2020 - 31/07/2020

Saleyard Operations:

Income	8,751.23
Expenditure	16,051.44
Deficit	- 7,300.21

Truck wash:

Income	6,014.89
Expenditure	243.39
Surplus	5,771.50

Summary:

Income	14,766.12
Expenditure	16,294.83
Deficit	- 1,528.71

SALEYARDS ACTIVITIES

A second cattle sale was held on 23 July 2020 with a yarding of 1,115 head of good quality stock as a follow on to the initial sale held in June when there was a throughput of over 1,000 head. Both sales have been very encouraging, with positive outlook for them to continue. With plenty of buyers on hand, the market remains firm.

As the yards are coming back into use, staff is undertaking maintenance as required. The next big items will be upgrade to lighting and installation of a new kitchen in the amenities building. Quotations for both these projects have been invited and are being sourced.

Both the local agents and buyers are reporting that they are satisfied with how the yards are operating after such a long break. There is talk of a further sale being conducted on 27 August 2020.

The Saleyards Management Committee met following the first sale to discuss the future of the facility, expectations from stakeholders, how efficiencies can be achieved and general discussion. A copy of these minutes are attached to this report.

(a) Governance/Policy Implications

Maintenance of Council's infrastructure assets is carried out in accordance with Council's adopted management plans.

(b) Legal Implications

There are no legal implications arising from this report.

(c) Social Implications

There are no social implications arising from this report.

(d) Environmental Implications

There are no environmental implications arising from this report.

(e) Economic/Asset Management Implications

Works are scheduled in accordance with Council's adopted Operational Plan and Budget to ensure Council's assets are maintained to the appropriate standard.

(f) Risk Implications

Regular maintenance works are scheduled and carried out within budgetary constraints to reduce Council overall risk exposure.

CONCLUSION

The saleyard operations unfortunately continue to run at a deficit, which is not sustainable in the long term.

RECOMMENDATION

That Council notes the information in the report.



MINUTES

Saleyards Management Committee Meeting

Thursday, 23 July 2020

**MINUTES OF COONAMBLE SHIRE COUNCIL
SALEYARDS MANAGEMENT COMMITTEE MEETING
HELD AT THE SHIRE CHAMBER, COONAMBLE
ON THURSDAY, 23 JULY 2020 AT 8.30 A.M.**

PRESENT: Cr Pat Cullen and Cr Paul Wheelhouse (Coonamble Shire Council), Mr David Thompson, Mr Peter O'Connor, Mr Matthew Prentice and Mr Peter Bush (Coonamble Associated Agents)

IN ATTENDANCE: Mr Bruce Quarmby (Director Corporate and Urban Services), Mr Kris Parsons (Saleyards Officer), Ms Kookie Atkins (Director Engineering Services).

1 OPENING/WELCOME

The meeting was opened at 8.30 a.m.

2 APOLOGIES

Nil

3 MINUTES OF PREVIOUS MEETING

Nil

4. REPORT FROM DIRECTOR CORPORATE AND URBAN SERVICES

The Director referred to the report tabled at the meeting and invited representatives from the Coonamble Associated Agents' to provide suggestions and input.

The Director pointed out that the meeting was convened to discuss the outcome of the sale held on 11 June 2020. He said it was also an opportunity to put forward suggestions on ways that may improve the efficiency and effectiveness of the yards and what changes, if any, could be identified and addressed.

The Committee noted that the last sale was held on a Thursday afternoon, in lieu of the usual Friday sale. This was organised following the morning sale held in Dubbo, but the agents were mindful that further consideration would need to be given to this as the success of a Thursday afternoon sale would depend on the throughput at Dubbo. It was noted that to be effective and efficient, Thursday sales would have to commence no later than 2.00 p.m.

The feedback from all agent representatives was that Council had presented the yards well for the June sale and staff assistance on the day was good. It was noted

that the day provided casual employment for locals which is another positive outcome.

An important issue raised by Council's Director Engineering Services referred to licensing requirements of the EPA. The Director pointed out that if future yardings are kept under 1,000 head there will be no need for Council to be licensed by that authority. If this cannot be achieved, the relevant license will cost Council between \$200,000 and \$300,000 – this is an issue that needs to be investigated and a determination made.

In response to a request from the Director of Corporate and Urban Services regarding cattle numbers within the district, he was informed that the trend seems to be that cattle brought here on agistment are being offered via saleyards selling. It also appears that a departure from Auction Plus is the current trend.

Another sale was scheduled for Thursday 23 July 2020 and the outlook is that it will be successful, with a good yarding, plenty of buyers' interest and a good market.

The meeting was unanimous in support of continuing regular cattle sales at Coonamble saleyards and both Council and the agents are working towards a positive solution.

THE COMMITTEE RECOMMENDS that the report be noted and stakeholders continue to work together so that the Coonamble Saleyards can again become a viable operation.

5 CONCLUSION OF THE MEETING

The Meeting closed at 9.45 a.m.

The minutes of this meeting were confirmed at the Saleyards Management Committee held on TBA .

CHAIRPERSON

12.13 RANGER'S MONTHLY REPORT**File Number:** C3**Author:** Jill Moorhouse, Executive Assistant**Authoriser:** Bruce Quarmby, Director of Corporate and Urban Services**Annexures:** Nil**PURPOSE**

The purpose of this report is to provide Council with information relative to the control and management of companion animals within the three urban centres of the Shire.

BACKGROUND

The following statistical information relates to the month of July 2020:

<u>CORRESPONDENCE</u>	<u>June 2020</u>	<u>Year to Date 2019/2020 Total</u>
Official Correspondence	73	73
Infringements (Animals)	0	0
Infringements (Other)	0	0
Change of Details	14	14
Microchipped dogs	45	45
Nuisance dog declaration	0	0
Dangerous dog declaration	0	0
Menace dog declaration	0	0

IMPOUNDED ANIMALS

The Office of Local Government (OLG) site is still being updated and is unavailable for the report.

This month fourteen (14) dogs and three (3) cats were impounded.

Three (3) dogs were released to their owners; six (6) were rehomed and five (5) were euthanized. Three (3) cats were euthanized. Four (4) dogs were impounded from Gulgargambone.

Gulgargambone dogs impounded 4
Quambone dogs impounded 0

(a) Relevance to Integrated Planning and Reporting Framework

P2.2.4 Control straying animals

(b) Financial Considerations

There are no financial considerations associated with this report

COMMENTARY**(a) Governance/Policy Implications**

Council has an obligation under the Companion Animals Act to enforce legislation to keep its community safe and continue to address issues relative to the welfare of companion animals within the Shire.

(b) Legal Implications

The OLG site is being updated to accommodate the new permits that will come into force from 1 July 2020 regarding ownership of Dangerous and Restricted Dogs. There are also additional requirements for owners of cats that are not de-sexed.

There are legal implications relative to the keeping of some classifications of dogs under the Companion Animals Act.

During the month there were three (3) dog attacks in Council's area, with one (1) in Coonamble – that dog was surrendered by the owner because it had bitten a child. The other two (2) attacks occurred in Gulargambone where a number of sheep were mauled and killed. Following negotiations between the owner and police the dogs were surrendered to Council.

(c) Social Implications

Nil

(d) Environmental Implications

Nil

(e) Economic/Asset Management Implications

Nil

(f) Risk Implications

There are legal implications relative to the keeping of some classifications of dogs under the Companion Animals Act. If these conditions are not met, there may be associated risks to members of the community.

CONCLUSION

The information provided in this report gives Council a monthly overview of the actions taken in the management and control of companion animals within the Shire.

RECOMMENDATION

That the information be noted.

12.14 CLASSIFICATION AND CATEGORISATION OF CROWN RESERVES

File Number: Crown Lands

Author: Bruce Quarmby, Director of Corporate and Urban Services

Authoriser: Hein Basson, General Manager

Annexures: 1. Table of Proposed Categorisations for Coonamble Crown Reserves.

PURPOSE

This report seeks Council resolution to categorise twenty-five (25) Crown Reserves under the *Local Government Act 1993* prior to inclusion in the relevant Draft Plans of Management.

BACKGROUND

With the commencement of the Crown Land Management Act (CLMA), Councils have been tasked with classifying and categorising the Crown Reserves and Reserve Trusts now under Councils control, in accordance with existing provisions under the Local Government Act 1993. In this regard, Council's role or title has changed from 'Reserve Trust Manager' to 'Crown Land Manager'.

Previously Crown reserves were jointly managed by Crown Lands and Council under separate legislation. The previous joint arrangements have been discarded in favour of Councils having administrative responsibility for the management of Crown reserves.

(a) Relevance to Integrated Planning and Reporting Framework

I2.1.2 - Encourage development of multi-purpose community facilities to meet the needs of local communities.

P3.4.1 Ensure parks and gardens and sportsgrounds are maintained to an acceptable standard.

I4.2 Ensure long term management and protection of our community assets (CSP).

(b) Financial Considerations

Council was allocated funding for the development of new compliant plans of management for the Crown Reserves from the Department of Industry. Ongoing maintenance and works at the Reserves will be the responsibility of Council and user groups with the Crown Lands Improvement Fund providing funding on a competitive basis annually.

COMMENTARY

Coonamble Shire has twenty-five (25) reserves which are required to be classified and categorised in accordance with the Local Government Act. These reserves

range from developed parks and sportsgrounds in Coonamble to remote timbered open spaces throughout the LGA.

Crown Lands and the Office of Local Government (OLG) have issued guiding material advising Councils to undertake a two (2) step process to transition their management of Crown Reserves to the new requirements under the Crown Land Management Act.

The first step, which is the subject of this report, is for Council to undertake a classification (operational or community land) and categorisation (type of community land) for the reserves dedicated or reserved for public purposes by Crown Lands.

Annexure No. 1 provides a list of the Crown Reserves required to go through this process and the information and rationale behind the classification and categorisation recommendations.

The second step is for Council to prepare Plans of Management for all the above Crown Reserves.

All Crown Reserves, the subject of this report, are proposed to be retained as community land, in accordance with the guidelines issued by the Office of Local Government and Department of Industry (Crown Lands). None of the reserves met the guidance criteria to be reclassified to operational land. Subsequently, the reserves have been recommended to be categorised in accordance with section 36 of the Local Government Act 1993.

The categories of community land under the Local Government Act are:

- Park,
- Sportsground,
- General Community Use,
- Natural Area, and
- Area of Cultural Significance.

Coonamble's reserves are mostly proposed to be categorised as Park and General Community Use with some Natural Area. **Annexure 1** provides greater detail and justifications of the proposed categorisations.

(a) Governance/Policy Implications

New or revised Plans of Management are to be completed by 30 June 2021, in accordance with the Crown Land Management Act 2016.

(b) Legal Implications

There are no direct legal implications directly attached to this report.

(c) Social Implications

Improved planning and management for reserves contributed to connectedness with open spaces and well-being within the community.

(d) Environmental Implications

Improved environmental outcomes can be seen from a coordinated approach to public reserve management.

(e) Economic/Asset Management Implications

Cross-referencing of the condition of structures on crown reserves can assist with asset management plan updates and forecasting.

(f) Risk Implications

There are no direct risk implications directly attached to this report.

CONCLUSION

The categorisations put forward in this report have been considered against relevant state legislation, notifications and guidelines from Crown Lands. They are now submitted to Council for endorsement.

RECOMMENDATION

- 1. That Council endorse the initial classification and categorisation of Crown land as identified in Annexure 1.**
- 2. That the General Manager be authorised to finalise and provide written notice of initial categorisation applied to Crown Land under the management of Council as a Crown Land Manager under section 3.23 of the Crown Land Management Act 2016 as identified in Annexure 1.**



Attachment 1: Categorisations Crown Reserves

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Reserve No	Lots	Known As	Purpose	Guidance LG Act Category	Suggested Classification and Categorisation	Considerations/Justification
1000378	Lot 7003 DP 1030434	OLD CEMETARY - ORBITORIUM	Public Park	Park	Community - Park	This reserve is sparsely timbered, located in Coonamble, adjacent to an existing open space area (cricket pitch). No AHIMS ¹ sites recorded on site. Park is appropriate. *Click for Reserve map .
120031	Lots 7301, 7303, 7305 DP 1156008 Part Lot 131 DP 754199	DRAINAGE RESERVE CASWELL ST	Drainage	General Community Use	Community - General Community Use	Located on the western side of Coonamble, this reserve is made up of 3 lots and part of a larger lot. The reserve provides for open drainage for this precinct of the town. No AHIMS sites recorded on site. General Community Use is appropriate. *Click here for Reserve Map .
120084	Lot 74 DP 728788	OXLEY CROSSING	Public Recreation	Park	Community - Park	Remote reserve on Gulargambone Road, sparsely vegetated. This reserve also borders Merri Merri Creek. . No AHIMS sites recorded on site. Park is appropriate. *Click here for Reserve Map .
24510	Lots 5-6 Section 42 DP 758282, Lot 7001 DP 1074942, Lot 7002 DP 1074943	BIMBLE STREET	Public Recreation	Park	Community - Park	Located in Coonamble, this reserve is a green space at the merging of the Castlereagh River and Warrana Creek. The reserve contains driving/walking tracks and provides access to the river. No AHIMS sites recorded on site. Park is appropriate.. *Click here for Reserve Map .
24511	Lot 1 Section 14 DP 758282, Lot 701 DP 1030430, Lot 94 DP 44844	WARRENA WEIR RECREATION RESERVE	Public Recreation	Park	Community - Park	This reserve covers a vast area upstream of the Warrena Wei, bordering the Warrena Creek. . No AHIMS sites recorded on site. Park is appropriate. *Click here for Reserve Map .
45013	Lot 65 DP 753474	QUAMBONE RACECOURSE	Racecourse	Sportsground	Community - Sportsground	Remote community Racecourse located on the southern side of Quambone. . No AHIMS sites recorded on site. Sportsground is appropriate. *Click here for Reserve Map .

¹AHIMS: Aboriginal Heritage Information Management System. Managed by the NSW Office of Environment and Heritage.



Attachment 1: Categorisations Crown Reserves

WARD >
Planning & Consulting

Reserve No	Lots	Known As	Purpose	Guidance LG Act Category	Suggested Classification and Categorisation	Considerations/Justification
520011	Lot 238 DP 40043, Lots 119-120, 122-126 DP 754227, Lot 7021 DP 1061274	COONAMBLE SHOWGROUND	Showground	General Community Use	Community - General Community Use	Coonamble Showground is a multi-use facility located in Coonamble. User groups include the Coonamble Show Society, Coonamble Rodeo & Campdraft, Poncy Club, Greyhound Racing Club to name a few. No AHIMS sites recorded on site. General Community Use covers the uses at the Showground and remains appropriate. *Click here for Reserve Map.
520021	Lot 1 Section 23 DP 758282	TULLY PARK CBLE PRE SCHOOL	Public Recreation; Water Supply	Park; General Community Use	Community - General Community Use	Located in Coonamble, Tully Park adjoins the rear of the Coonamble Preschool which includes play equipment. Despite its dual original purpose, general community use best aligns with its current purpose. No AHIMS sites recorded on site. *Click here for Reserve Map.
520048	Lot 1 DP 667736	SPORTS GROUND	Athletic Sports	Sportsground	Community - Sportsground	This Reserve remains in its original use for Athletic Sports and plays host to Little Athletics, Soccer, Rugby League and some personal trainers. Sportsground is most appropriate. Grant funds to be expended on this reserve are in keeping with original reserve purpose. No AHIMS sites recorded on site. *Click here for Reserve Map.
74470	Lot 176 DP 753385, Lot 7019 DP 1025125, Lot 7300 DP 1149163	RIVER TO JEAN WALKER PARK, QBONE RD GULARGAMBON E	Public Recreation	Park	Community - Park	Located on the northern fringe of Gulargambone, this park is mostly cleared and borders the junction of Gulargambone Creek and the Castlereagh River. The AHIMS register identifies two (2) items nearby to this reserve but not within the bounds of this reserve. The details of these nearby items are to be kept in confidence for protection reasons. Park remains appropriate. *Click here for Reserve Map.
83905	Lot 7009 DP 1029999	EAST GILGOOMA	Preservation of Native Flora and Fauna	Natural Area - Bushland	Community - Natural Area - Bushland	This reserve located adjacent to the small locality of Gilgooma, contains scattered timbers including white cypress pine, poplar, box, and various eucalypts and casuarina. . No AHIMS sites recorded on site. Considering the reserve's original purpose and intended use, Natural Area - Bushland is the suggested category. *Click here for Reserve Map.



Attachment 1: Categorisations Crown Reserves

WARD >
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Reserve No	Lots	Known As	Purpose	Guidance LG Act Category	Suggested Classification and Categorisation	Considerations/Justification
89434	Lot 7012 DP 96329	GULAR RAIL	Public Recreation	Park	Community - Park	Remote roadside reserve with limited tree cover. No AHIMS sites recorded on site. Park is appropriate. *Click here for Reserve Map.
92373	Lot 17 DP 754263	HOLLYWOOD COMMUNITY & RECREATION CENTRE	Public Hall	General Community Use	Community - General Community Use	Remote reserve fronting a paper road and adjoining Crown Land. The Reserve contains two structures whose current condition is not yet known. Sparsely vegetated, this reserve is appropriate for leasing. No AHIMS sites recorded on site. General Community Use is appropriate, *Click here for Reserve Map.
93794	Lot 2 DP 1137469	GULARGAMBON E SPORTS GROUND & WATER RESERVOIR	Reservoir	General Community Use	Community - General Community Use	Located in the village of Gulargambone, this reserve forms part of the Gulargambone Sports ground, providing access and parking. No AHIMS sites recorded on site. General Community Use is appropriate. *Click here for Reserve Map.
95736	Lot 132 DP 753385, Lot 7023 DP 1001356	CNCL LEASE - GUALRAGAMBO NE LIONS CLUB	Public Recreation	Park	Community - Park	Located on the Castlereagh River on the north-western side of Gulargambone, this reserve is an open park with a timbered northern boundary. No AHIMS sites recorded on site. Park is appropriate. *Click here for Reserve Map.
97254	Lot 7017 DP 93425	CNCL LEASE 3 - NOT CURRENTLY LEASED	Public Recreation	Park	Community - Park	Located on the Castlereagh River, this reserve is timbered with typical river red gum species. No AHIMS sites recorded on site. With this vegetation to be retained and the reserve to remain in current usage, Park is appropriate. *Click here for Reserve Map.
97255	Lot 7018 DP 93092	CNCL LEASE 4 - NOT CURRENTLY LEASED	Public Recreation	Park	Community - Park	This reserve is located adjacent to Reserve 97254 (above) so contains the same eucalypt species. No AHIMS sites recorded on site. With this vegetation to be retained and the reserve to remain in current usage, Park is appropriate. *Click for Reserve Map



Attachment 1: Categorisations Crown Reserves

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Reserve No	Lots	Known As	Purpose	Guidance LG Act Category	Suggested Classification and Categorisation	Considerations/Justification
97256	Lot 7304 DP 1155660	COUNCIL LEASE NO 4 MURRAY	Public Recreation	Park	Community - Park	Heavily vegetated reserve containing shrubby grasslands and belah woodland. No AHIMS sites recorded on site. With this reserve to remain as is, categorisation of Park appropriate. *Click for Reserve Map
97257	Lot 1 DP 1199725	TSR	Public Recreation	Park	Community - Park	Located on the Gulgambone Road on the river, this reserve contains rocky shale and some rivergum species. No AHIMS sites recorded on site. A storage shed is also on site. Park is appropriate. *Click for Reserve Map
97258	Lot 66 DP 752598	STOCK WATERING BEHIND MISSION QBONE RD GULARGAMBONE	Public Recreation	Park	Community - Park	Located on Quambone Road, this reserve contains scattered trees and an access track. No AHIMS sites recorded on site. Park is appropriate. *Click for Reserve Map
97923	Lot 7007 DP 96334	QUAMBONE	Public Recreation	Park	Community - Park	Remote reserve that follows a dry watercourse/billabong. Contains scattered trees. No AHIMS sites recorded on site. Park is appropriate. *Click for Reserve Map
97925	Lots 701-702 DP 96330	LEASE CANCELLED QUAMBONE	Public Recreation	Park	Community - Park	Cloated within the Quambone village, this reserve contains some trees (Eucalypts) and is otherwise passive and unfenced. No AHIMS sites recorded on site. Park is appropriate. *Click for Reserve Map
97932	Lot 1 Section 7 DP 758282, Lot 701 DP 1054308, Lot	CUTTIN CORNER TOOLOON STREET	Public Recreation	Park	Community - Park	Fronting the river and located at the end of Tooloon St, this reserve provides access to a sandy river bank beach and could be described as a passive park. No AHIMS sites recorded on site. Park remains appropriate. *Click for Reserve Map



Attachment 1: Categorisations Crown Reserves

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Reserve No	Lots	Known As	Purpose	Guidance LG Act Category	Suggested Classification and Categorisation	Considerations/Justification
	701 DP 1072175					
97934	Lot 10 Section 26 DP 758282	AUBURN/KING	Public Recreation	Park	Community - Park	<p>Small triangular reserve on King Street Coonamble. No AHIMS sites recorded on site. Park remains appropriate.</p> <p>*Click for Reserve Map</p>
97935	Lot 7019 DP 1086534	RIVER BED	Public Recreation	Park	Community - Park	<p>As its name suggests, this reserve forms part of the river bed and can be accessed from Conimbia Street. River red gums dominate the vegetation on site. No AHIMS sites recorded on site. Park remains appropriate.</p> <p>*Click for Reserve Map</p>



Attachment 1: Categorisations Crown Reserves

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Attachment 1: Reserve Maps

Reserve 1000378



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Reserve 120031





Attachment 1: Categorisations Crown Reserves

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Reserve 120084





Reserve 24510

Attachment 1: Categorisations Crown Reserves

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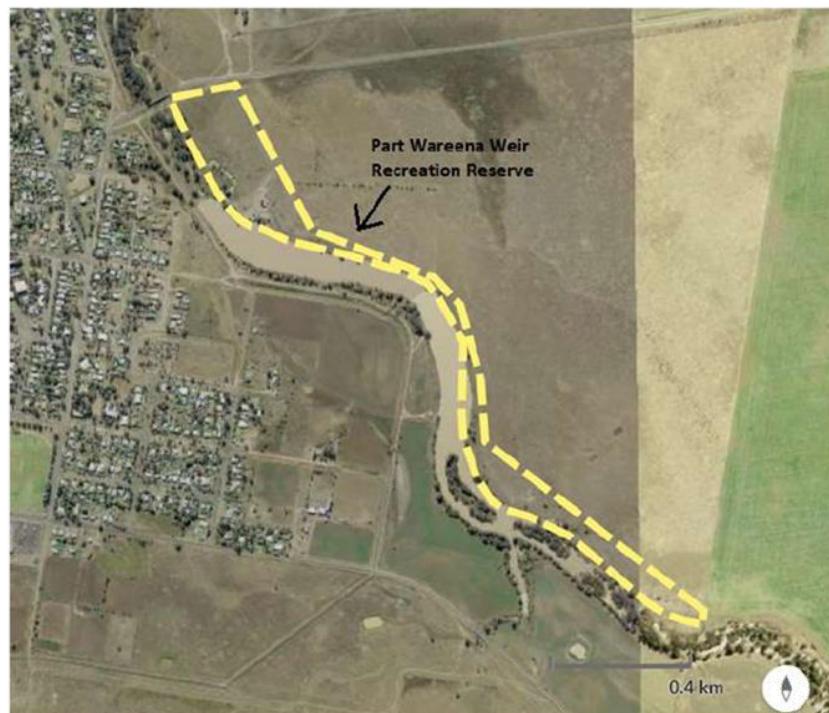




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Reserve 24511





Attachment 1: Categorisations Crown Reserves

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Reserve 45013





Reserve 520011

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Reserve 520021



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Reserve 520048

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Reserve 74470

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Reserve 83905

Attachment 1: Categorisations Crown Reserves

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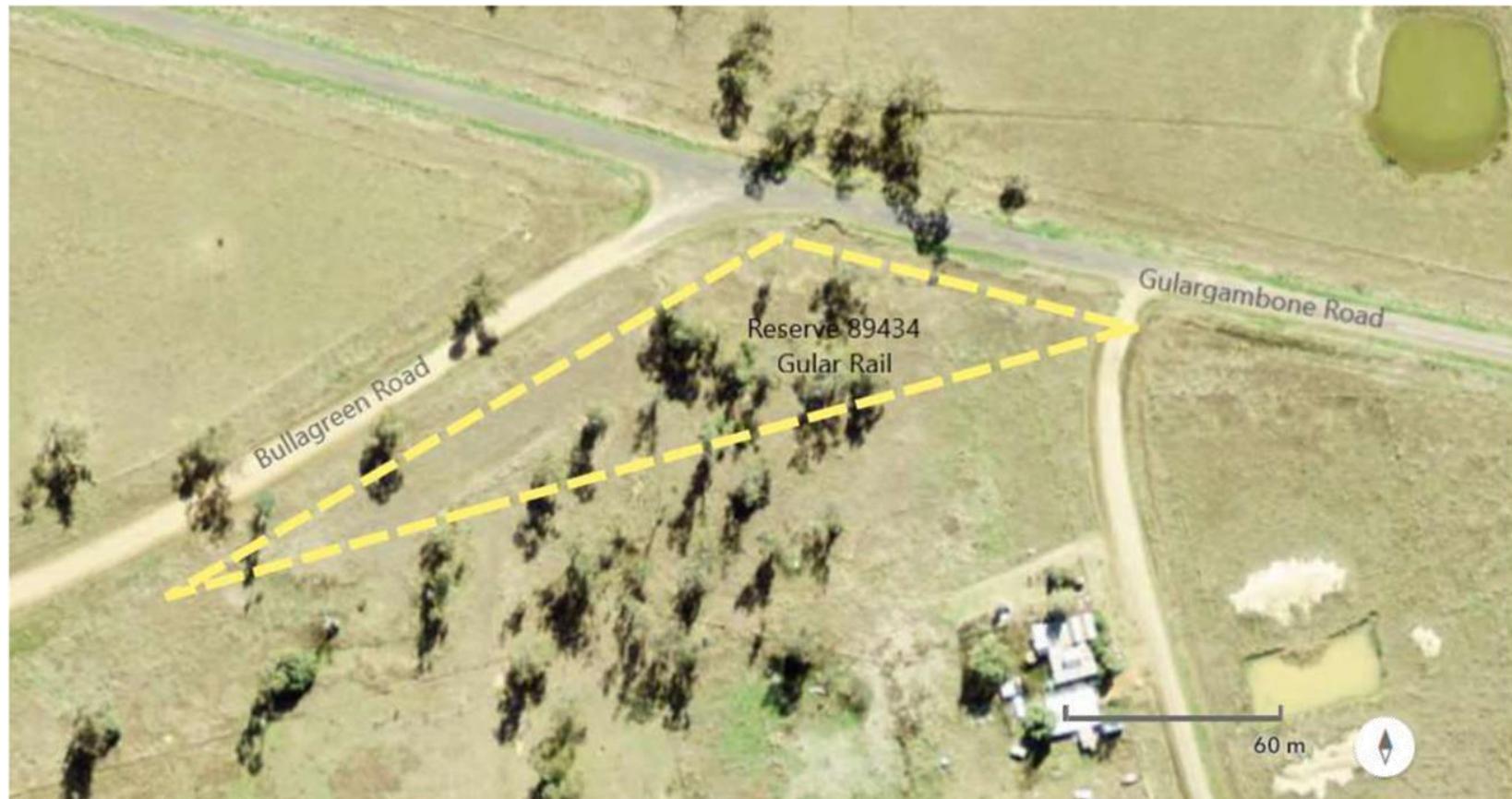




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Reserve 89434





Attachment 1: Categorisations Crown Reserves

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Reserve 92373





Reserve 93794

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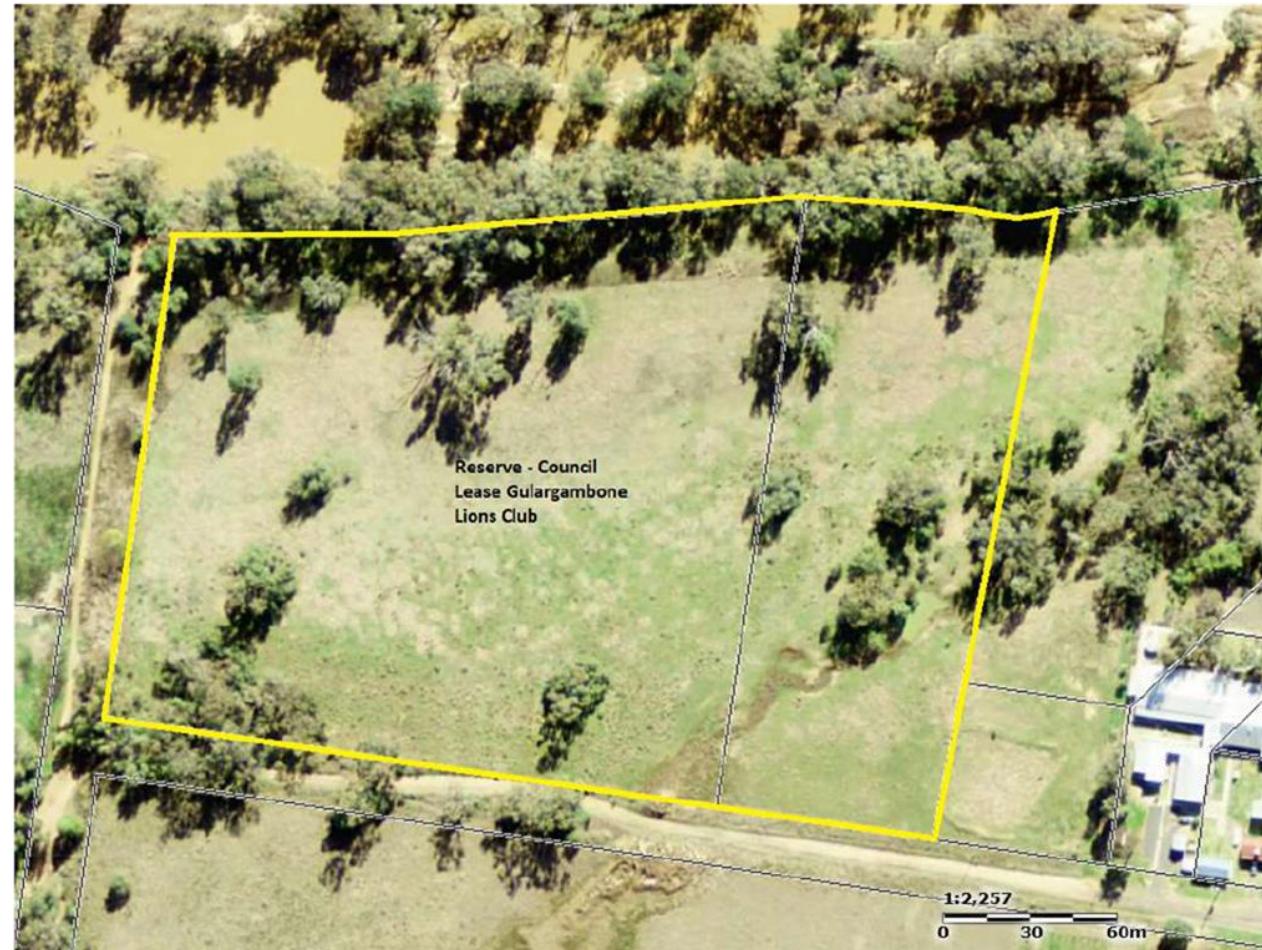




Reserve 95736

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Reserve 97254

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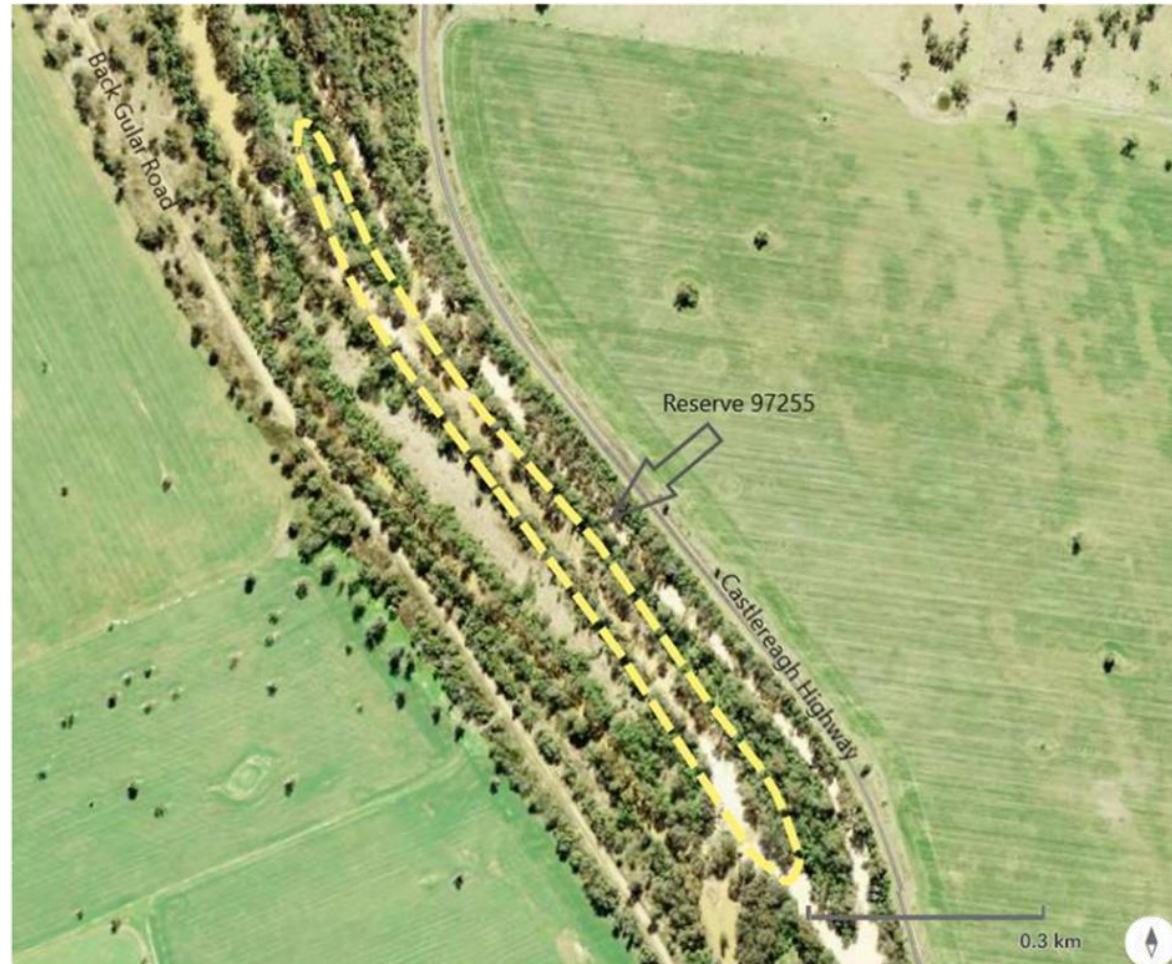




Reserve 97255

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Reserve 97256

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Reserve 97257

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Reserve 97258

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Reserve 97923

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Reserve 97925

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Reserve 97932

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Reserve 97934

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Reserve 97935

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12.15 WORKPLACE INJURY MANAGEMENT REPORT - JULY 2020**File Number:** S17**Author:** Graeme Joseph, Training & WHS Coordinator**Authoriser:** Hein Basson, General Manager**Annexures:** Nil**PURPOSE**

The purpose of this report is to keep Council informed of significant Workers Compensation Insurance figures and trends.

EXECUTIVE SUMMARY

Information on Workers Compensation has been provided from the financial years 2018/2019 and the year to date figures for the 2019/20 year.

BACKGROUND**(a) Relevance to Integrated Planning and Reporting Framework**

L1.4.7. Ensure compliance with legislation for WH&S.

(b) Financial Considerations

Improvement in safety practices and compliance reduces Worker's compensation premiums through a reduction in injury and claim costs, as well as the risk of legal action and fines for non-compliance with current WHS legislation and regulations. The workers compensation premium for 2019/20 was estimated and included in the budgetary considerations for 2019/20.

COMMENTARY

The table below covers Workers Compensation claims provided from the 2018/19 and 2019/20 to YTD financial years.

Item	2018/2019	2019/2020
Total Premium	\$248,348.46	\$309,434.41 (Estimate)
Premium as a % of Gross Wages (ex GST)	3.2%	3.6% (Estimate)
YTD New Claims (Premium Impacting)	6	9
YTD New Claims (Non Premium Impacting)	23	12
YTD Total New Claims	29	21
YTD Time Lost Due to Injury (LTI Days)	88	56
Open Premium Impacting Claims (Previous Years)	0	0
Open Non Premium Impacting Claims (Previous Years)	0	0

Open Premium Impacting Claims (Current Year)	0	4
Open Non Premium Impacting Claims (Current Year)	0	5
Total Open Claims	0	5
Closed Claims that are still Impacting on Council's Premium	0	0
Total Cost of All Premium Impacting Claims (to date)	\$39,579.00	\$140,416.00
Scheme Performance Rebates	\$24,872.53	\$20,079.01 (Estimate)

In the financial year 2019/20 incident numbers have decreased compared to last year (29 incidents in 2018/19 to 21 incidents 2019/20 YTD). The overall cost of claims has increased during the reporting period. Council continues to work closely with the insurer and other providers to achieve a return to work within the shortest possible timeframe; however, the ongoing lost time could negatively influence Council's premium costs.

(a) Governance/Policy Implications

There is no governance / policy implications arising from this current report, however it is expected as a result of continuous improvement processes Council's WHS Policies and practices may be altered to reflect best practice in the coming years.

(b) Legal Implications

There are no legal implications arising from this report itself. All employers in NSW are subject to operate within the requirements of the Work, Health and Safety Act 2011, Work, Health and Safety Regulation 2017 and Workers Compensation Act 1987.

(c) Social Implications

While there are no social implications arising from this report, it is important to note that Council should strive to act in a socially responsible manner and has a duty of care towards its employees, contractors, volunteers and members of the public. By aiming to achieve best practice, the Council can provide leadership and support to the wider community.

(d) Environmental Implications

There are no environmental implications arising from this report.

(e) Economic/Asset Management Implications

There are no Economic/Asset Management Implications arising from this report.

(f) Risk Implications

There are no Risk Implications arising from this report.

CONCLUSION

This report has been developed to advise Council of Workers Compensation Insurance figures and trends, and will be an ongoing monthly report.

The financial year 2019/20 has seen an increase in premium impacting claims, which could have an ongoing negative impact on premium costs.

Council continues to work closely with StateCover to manage workers compensation claims and is continuously monitoring and reviewing its WHS obligations and recovery at work systems to reduce workplace hazards and improve outcomes for injured workers.

Recommendation:

That Council notes the contents of the WHS Monthly Report for its information.

12.16 COMMUNITY SERVICE PROGRESS REPORT

File Number: R6

Author: Sophie Cullen, Community Development Officer

Authoriser: Bruce Quarmby, Director of Corporate and Urban Services

Annexures: Nil

PURPOSE

The purpose of this report is to provide information on the activities within Council's Community Services Department for the month of July 2020.

BACKGROUND

The Community Services Department is responsible for the following key functions:

- Library Services
- Tourism and Visitor Services
- Community Development
- Children and Youth Services
- Grants and Communications
- Integrated Planning
- Event Management

LIBRARY SERVICES

- Librarian and Youth Officer visited Macquarie Regional Library in Dubbo to watch and learn how to make a video for Facebook/Website. Once technology can be sourced this will be used to create videos for activities, Storytime and events. How to instructions on putting craft together and cultural and relevant information on the Library and Council.
- Librarian attended first face-to-face Librarians Meeting since COVID-19 strictures put in place.
- Training commenced CHCPRT001 - Identify & Respond to Children and Young People at Risk.

Library Statistics (25 June – 27 July 2020)

Service	Loans	New M/ships	Wi-Fi	Internet	Children's Computers	Junior Visits	Adult Visits
Coonamble	547	11	6	0 hrs	0	33	183
Gulgargambone	33	1					

Manual Statistics - Coonamble (numbers refer to people attending)

Library Visits	Reference Enquiries	Technology Enquiries	Local History	VIC Enquiries
340	0	33	0	16

Activity Statistics - Coonamble (numbers refer to people attending)

Senior Craft	Pre-School Visits	Housebound	Meetings	Movies	Other
0	0	8	0	0	0

TOURISM AND EVENTS

Visitor Information Centre Statistics for Reporting Period (July 2020)

Please note the centre is now OPEN, with social distancing protocols.

*Some visitors had more than one enquiry

Visitor Numbers	Visitor Type	Visitor Home State	Enquiry Type	Enquiry Details*
170	Retiree 60	NSW 62	Local 20	Directions 26
	Family 16	QLD 2	Regional 51	Attractions 36
	Worker 17	VIC 11	Interstate 11	Toilets 7
	Backpacker 0	Other 4	Combination 11	Accommodation 8
		Unknown 16		Sculpture 8
				Souvenirs 1

- A design and quote for the new entrance sign at the Coonamble Riverside Caravan Park has been obtained from Danthonia Designs and is ready to be approved and installed. This has been created in line with the new Coonamble Shire Council Brand Style Guidelines. The image below is the design to be noted.



- There is a separate report being submitted for the August 2020 Council Meeting to address the Coonamble's Riverside Caravan Park new disability access cabin funded under the NSW Government Drought Stimulus Package.

COONAMBLE MUSEUM UNDER THE BRIDGE UPDATE

- The Coonamble Museum Under the Bridge is open to the public. Opening hours are Monday, Wednesday and Friday 10am – 12noon and other times by appointment. A COVID-19 Safety Plan has been implemented.

GRANTS AND COMMUNICATIONS

- Staff is currently working in collaboration with the NSW Government to secure \$55,500 in funding to support youth initiatives across the Shire, including re-establishment of the Youth Council.
- NSW Government Stronger Country Communities Fund (SCCF) project update:
 - Construction of the new basketball court at the Gulargambone Youth Centre has commenced, due to wet weather the completion has been set back. It is anticipated that the project will be completed by mid-August 2020.
 - The upgrade of the change rooms at the Coonamble Swimming Pool Complex is in progress and will be completed in mid-August 2020.
 - Irrigation at Coonamble Oval works are complete, with the project to be acquitted.
 - The refurbishment of public amenities in Quambone, Gulargambone and Coonamble is in progress.

COMMUNITY DEVELOPMENT

The Community Development Officer (CDO) attended and took minutes the July Interagency meeting via video conference. There were many service agencies in attendance with the key conversations being about how their service is running during COVID-19, which is reflected in the Coonamble District Services Directory Google document created by the Coonamble Together Partnership.

- The CDO assisted the Economic Development Officer in creating COVID-19 social posts for the Council Facebook page as well as updated the Council's website.

YOUTH SERVICES

- The Youth Officer has participated in training opportunities this reporting period. Community Service staff have started child protection training- CHCPRT001: Identify & Respond to Children and Young People at Risk, to make sure their skills and qualifications are up to date concerning their ability to work with children in the various centres and towns.
- The Youth Officer has spent time this month applying for a Stronger Country Communities Fund grant aimed at the development of the Youth Council and the upskilling of its members. If successful the \$55,000 will be used to fund four (4) youth led events as well as a major excursion to visit and learn from Campbelltown City Council Youth Council members.
- Staff have also been in talks with Quambone Central School staff to negotiate a name change for Quambone After School Care. A community Use Agreement is currently being negotiated and the change should take place this year.
- The Youth Officer and Librarian have travelled to Dubbo to undergo audio-visual training with the staff at Macquarie Regional Library. Staff there have an excellent online presence and upload regular craft activities to assist children during COVID. They also invite community members to participate in story time and even photograph

visitors to the library to increase interest in the library. Staff here are enjoying learning from other libraries in the region and endeavour to incorporate some of their ideas into our spaces here. Staff are seeking grants which could cover the cost of items needed to produce quality films.

- Council has donated around 50 leftover craft packs to the Coonamble Aboriginal Medical Service (AMS) for use in their packages to celebrate National Aboriginal and Torres Strait Islander Children's day next month. The packs are made up of age appropriate items from a number of services including Mackillop and REDI.e.
- The Youth Officer will resume meeting with schools again this month through the CPS and CHS School Reference Group (SRG) which works to implement the connected community strategy, and the CPS Positive Learning for Learning (PLP) gatherings. Aboriginal Educational Consultative Group (AECG) meetings have also resumed and will take place next month for the first time since COVID.

(a) Relevance to Integrated Planning and Reporting Framework

The information contained in this report demonstrates the work carried out by staff in achieving the strategic objectives and delivery actions as outline in Council's Community Strategic Plan 2032, Delivery Plan 2017-2020, and Operational Plan 2019/20.

(b) Financial Considerations

There are no financial considerations arising from this report.

COMMENTARY

In line with Council's 2019/2020 Operational Plan, this report presents a summary of community service progress and activities for the period July 2020.

(a) Governance/Policy Implications

The delivery of community development, tourism, event, grant, communication and integrated planning functions and activities are carried out in accordance with Council's Operational Plan and government planning framework. Community Service staff has implemented amended models of service delivery in response to COVID-19 restrictions and guidelines.

(b) Legal Implications

There are no legal implications arising from this report.

(c) Social Implications

Council's community services directorate delivers a broad range of support services, activities, and opportunities to all age groups. These services assist in building social capital within the Shire. Due to the COVID-19 pandemic, Council continues to implement strategies to support the community during these unprecedented times.

(d) Environmental Implications

There are no environmental implications arising from this report.

(e) Economic/Asset Management Implications

The economic implications of community services are positive, in that these services provide employment opportunities, delivering a service to the community and support the local business sector.

(f) Risk Implications

There are no risk implications arising from this report.

CONCLUSION

The updates provided in this report deliver information to Council on the key activities undertaken in Council's Community Services Directorate for the month of July 2020.

RECOMMENDATION

That Council notes the information contained in this report.

12.17 ENGINEERING SERVICES - WORKS IN PROGRESS

File Number: R6

Author: Kookie Atkins, Director of Engineering Services

Authoriser: Bruce Quarmby, Director of Corporate and Urban Services

Annexures: 1. NSW Road Classification Review

PURPOSE

The purpose of this report is to provide information on the works in progress within Council's Engineering Services Department.

BACKGROUND**(a) Relevance to Integrated Planning and Reporting Framework**

- I1.1 Maintain local road maintenance and construction
- I3.1 Deliver safe drinking water and sewerage services
- 4.1 Ensure long term management and protection of our community assets

(b) Financial Considerations

Provision is made within the 2019/2020 Operational Plan to fund the associated works and programs as listed in this report.

COMMENTARY**(a) Plant / Fleet:**

- Routine inspections and servicing were completed as planned.
- New padfoot roller delivered.
- Procurement of low loader; with delivery expected in September 2020 dependent upon the impact Covid-19 may have on manufacture and delivery.

(b) Airport:

- CASA to carry out audit in July, no non-conformances recorded, staff are working through raised observations.
- Routine inspection and maintenance works continued as planned.

(c) McDonald Park Skate Bowl

- Construction of the bowl is complete, auxiliary works underway.

(d) Water & Sewer:

- General maintenance services have been completed on an as-needs basis.
- Council is continuing working on funding applications for the Safe and Secure Water Program, with projects such as new bores in Coonamble and Quambone and a new reservoir in Coonamble.

- Work has been completed on the Coonamble Sewerage Treatment Plant; works include renewing the trickle filter arms and installation of a pumping system to re-use the effluent from the final treatment pond.
- Work on the telemetry SCADA upgrade and for the Coonamble and Gulargambone STP instrumentation has been completed.
- Scoping Study to analyse the ongoing operating, maintenance and capital investment costs at the Coonamble STP and the opportunities and limitations associated with upgrading the existing plant, compared to the cost associated with the construction of a new STP on a whole-of-life basis. The scoping study will also assess the current sewage transport, pump stations and rising mains.
- The tender for sewer rising main was advertised and a pre-tender meeting was held. 14 submissions were received and assessed by Council and Regional Procurement. A successful tenderer has been selected to carry out the works.
- Council has been approached by NSW water for the purchase of water to fast track testing requirements for a drought mitigation project.

(e) Quarry:

- Repairs and maintenance have been done on an as-need basis.

(f) Landfill sites:

- Council has been issued with a clean-up notice by the EPA for the old landfill site at the end of Wingadee Street.
- An assessment has been carried out and is now with the EPA for review.
- The assessment will be presented to Council with a plan to address the issue.

(g) Levee Upgrade:

- Stage 4 is progressing on schedule.
- A grant application has been submitted for Stage 5; being the final stage.

(h) Levee Upgrade:

- Stage 4 is progressing on schedule.

(i) Saleyards:

- Staff are in discussions with EPA regarding the future of saleyard licence.

(j) State Highway:

- The new Road Maintenance Council Contract has commenced on 1 July 2020 for an initial term of two (2) years. On the last day of the Initial Term and at the end of each Extension Period, the Contract may be extended for up to two (2) years on agreement of both parties.

Routine Activities

- Routine activities including pothole and edge break repairs, sign maintenance, rest area maintenance, litter collection, removal of detritus, vegetation control and routine inspections have been completed on the Castlereagh Highway.

(k) Urban, Local and Regional Roads:**Routine Activities**

- Routine activities including pothole and edge break repairs, sign maintenance, rest area maintenance, litter collection, removal of detritus, vegetation control and routine inspections have been completed.

Tooraweenah Road

- Transport for NSW requested additional information regarding the development phase Road Project Proposal Report under the Roads of Significant Importance for the Tooraweenah Road. Staff have submitted this information and is waiting on a response from TfNSW. The development phase of the project is to undertake environmental and geotechnical investigations, survey and design.

Warren Road

- Staff are waiting on a response to our application for the upgrade of the intersection of Warren Road and the Castlereagh Highway with a value of \$820,000 under the National Heavy Vehicle Safety Productivity Program.
- Staff have reviewed the Fixing Country Roads (FCR) Round 2 commitment for funds to upgrade sections of the Warren Road in collaboration with Warren Shire Council. Coonamble Shire Council has confirmed the scope of works remains unchanged and is as presented in the FCR application. Coonamble Shire Council made an application on behalf of both Coonamble and Warren Shire Councils in 2016 and Warren Shire Council are reviewing the scope of works within their local government area. Coonamble Shire Council are waiting of confirmation from Warren Shire Council in terms of the scope of works.
- Staff have progress with our preparation of a construction phase Road Project Proposal Report (RPPR) under the Roads of Significant Importance for the Warren Road Upgrade project. As the Department of Infrastructure, Transport, Regional Development and Communications has approached both Warren and Coonamble Councils to consider making a combined submission to enhance the cost benefit of the projects along this route, progress is dependent upon Warren Shire Council confirming the scope of works as per the co-funded Fixing Country Roads application made in Round 2 (2016).

Natural Disaster Relief and Recovery Arrangements (Flood Damage)

- Staff are currently submitting applications to TfNSW for assessment and approval. Council has received confirmation of approval in principal of \$1,436,500 for immediate restoration works subject to meeting pre existing condition criteria.

Item	Task	Comments
1	SR1 Billeroy Road - Maintenance grade	In progress
2	SR39 Collie Road – Maintenance grade	Complete
3	SR57 Nedgera Road – Maintenance grade	Complete
4	SR37 Conimbia Road – Maintenance grade	Complete
5	SR111 Keewong Lane - Maintenance grade	Complete
6	SR11 Bullagreen Road - Maintenance grade	Complete
7	SR46 Quanda Road - Maintenance grade	Programmed
8	SR58 Old Dubbo Road - Maintenance grade	Programmed
9	SR34 Kenilworth Lane - Maintenance grade	Programmed
10	SR86 Carinda Road - Maintenance grade	In progress
11	SR57 Nedgera Road - Maintenance grade	Programmed
12	SR14 Quabathoo Road - Maintenance grade	Programmed
13	SR19 Gulgargambone Road - Maintenance grade	In progress
14	SR4 Emby Road - Maintenance grade	Programmed
15	SR153 Tooloon South - Maintenance grade	Programmed
16	SR52 Talegar Road - Maintenance grade	Programmed
17	SR2 Tooraweenah Road - Maintenance grade	In progress
18	SR74 Mena Road - Maintenance grade	Programmed
19	SR73 Weenya Road - Maintenance grade	Programmed
20	SR93 Walla Walla Road - Maintenance grade	Programmed
21	SR30 Willow Downs Road - Maintenance grade	Programmed
22	SR54 Floddenfield Road - Maintenance grade	Programmed
23	SR92 Fairmile Road - Maintenance grade	Programmed
24	SR113 Winnaba Road - Maintenance grade	Programmed
25	SR100 Hollywood Lane - Maintenance grade	Programmed

Routine Activities

- Routine activities including pothole and edge break repairs on sealed roads, sign maintenance, litter collection and removal of detritus and routine inspections.

(I) Road Classification Review

- Road classifications across the State are currently being evaluated to ensure that they reflect the usage and function of particular roads as the network evolves. Councils are being given the opportunity to seek reclassification where the function or usage pattern of a road has changed, perhaps due to the construction of new transport infrastructure, land use or changes in population density. This process will ensure that roads are being appropriately managed and funded, in line with the role they play in the network.
- Council needs to give consideration to a submission and identify which roads could be put up for reclassification.

Comment: General Manager:

It is my understanding that no information about the future funding of these reclassified roads has been made available yet. Therefore, it is difficult for Council to identify roads for reclassification without an understanding of how the funding of these roads may affect it. It might be prudent for Council to request detail funding information before it identifies a list of roads for possible reclassification.

(a) Governance/Policy Implications

Maintenance of Council's infrastructure assets is carried out in accordance with Council's adopted management plans.

(b) Legal Implications

There are no legal implications arising from this report.

(c) Social Implications

Maintenance works are programmed where practical, to minimise social impacts.

(d) Environmental Implications

There are no environmental implications arising from this report.

(e) Economic/Asset Management Implications

Works are scheduled in accordance with Council's adopted Operational Budget and Plan so Council's assets are maintained to the appropriate standard.

(f) Risk Implications

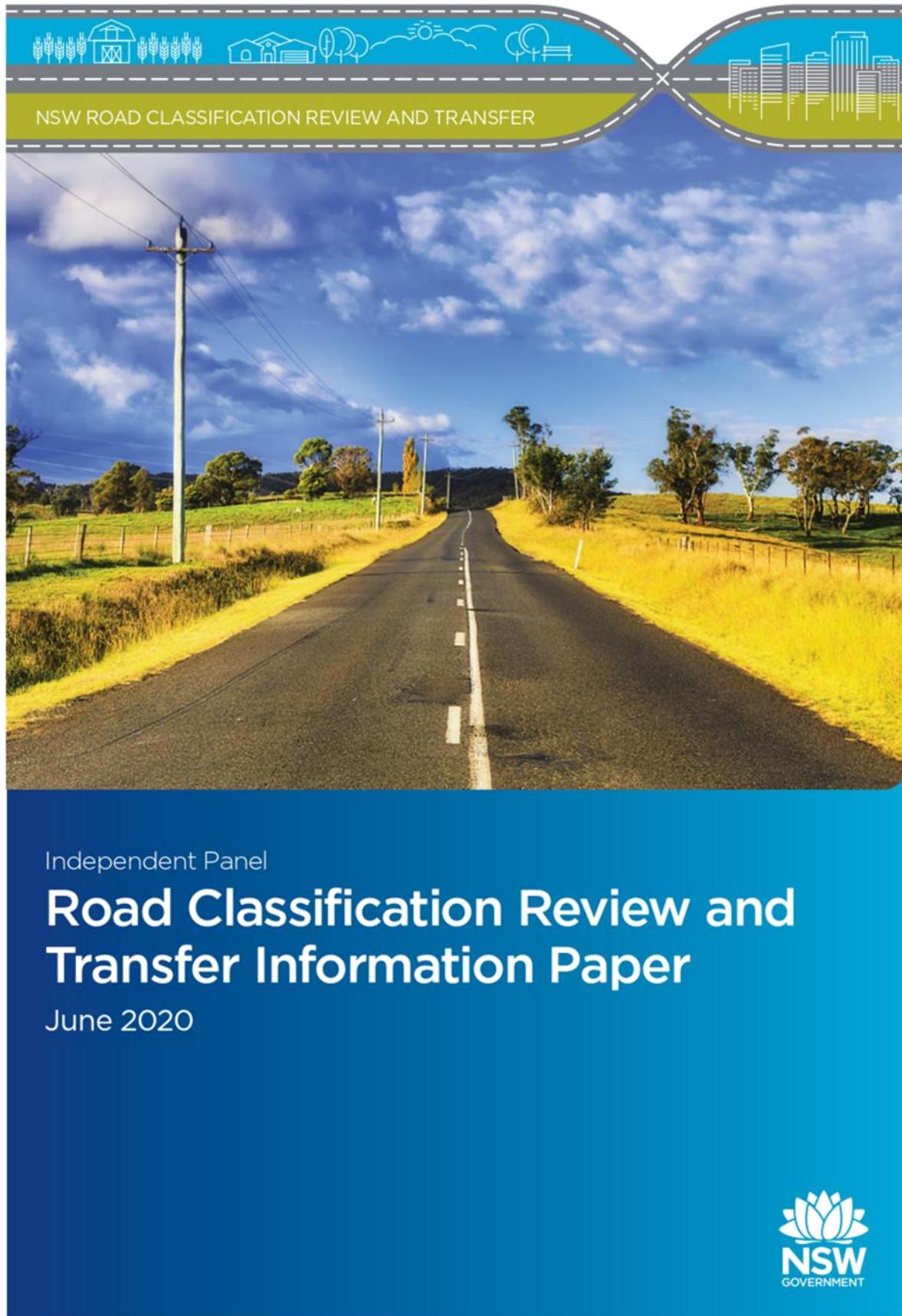
Maintenance works are programmed to minimise the risk to Council and the public.

CONCLUSION

The report provides updated information on the projects and planned works within the Engineering Department for Council's information.

RECOMMENDATION

- 1. That Council notes the information in this report.**
- 2. That Council requests detail funding information from the State Government regarding its Roads Classification Review initiative before lodging a submission which identifies roads which could be the subject of reclassification.**



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NSW ROAD CLASSIFICATION REVIEW AND TRANSFER

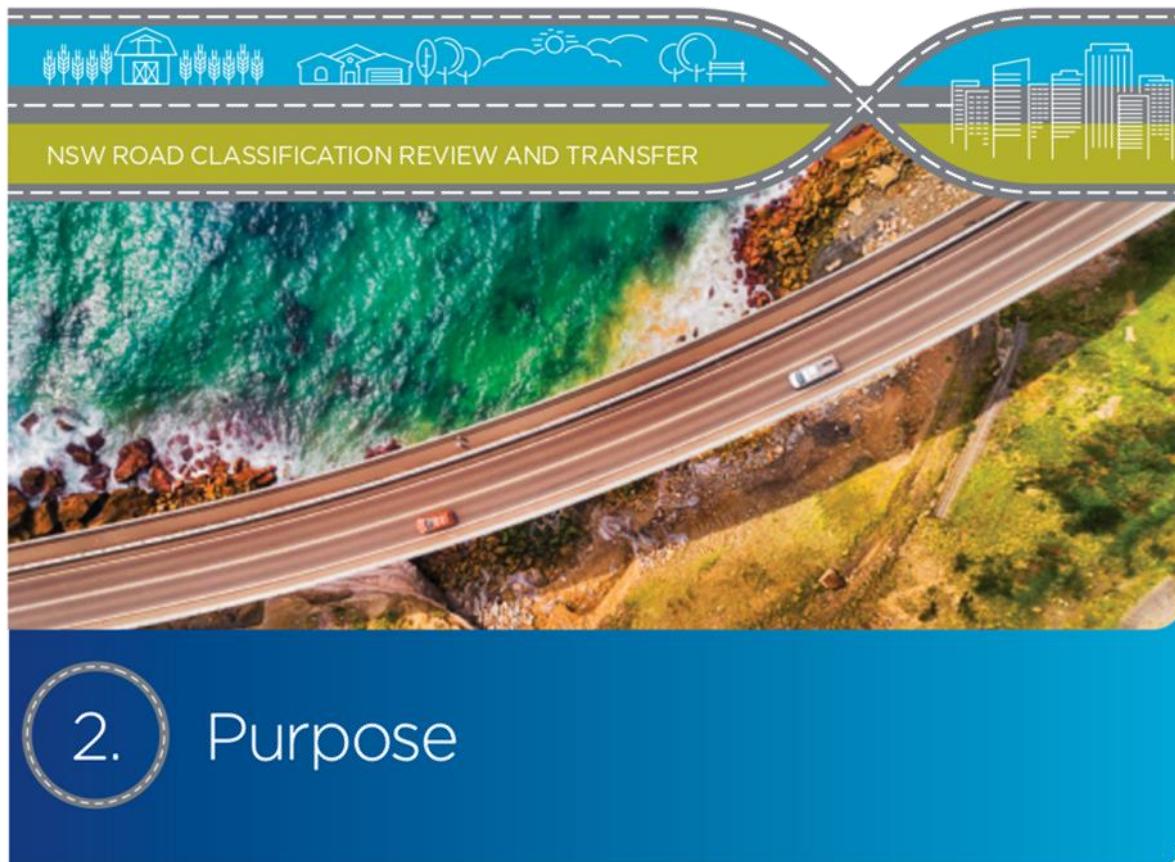
1. Introduction

In February 2019, the Deputy Premier and Minister for Roads, Maritime and Freight announced the initiation of a Road Classification Review and the transfer of up to 15,000 kilometres of council owned and managed roads to State management. These commitments are now being carried forward as the Road Classification Review and Transfer project, led by an Independent Panel.

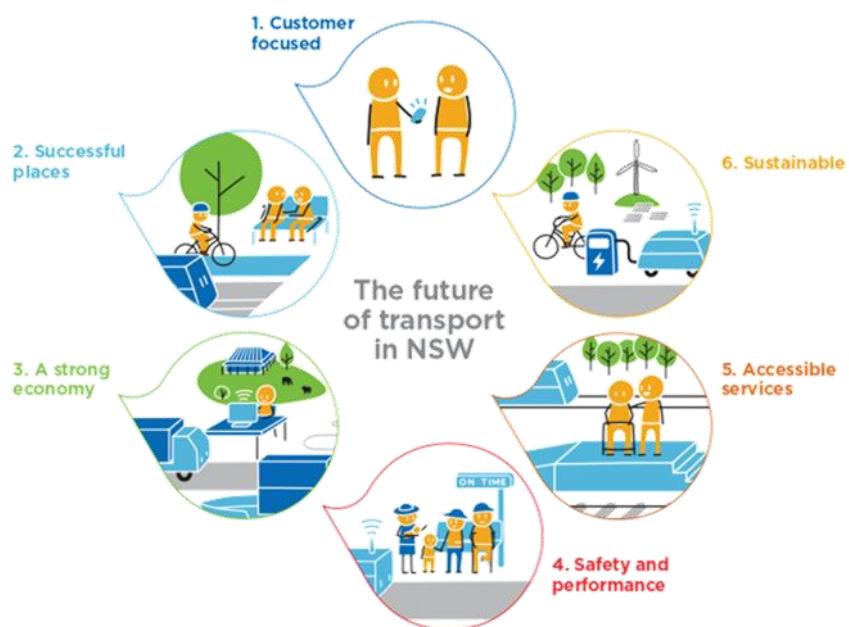
This project combines a comprehensive review of road classifications around NSW with broader considerations around how we think about our road network and its capacity to meet the needs of industry and the community. To make informed and meaningful recommendations to government, the Independent Panel is entering into a conversation with our biggest road managers – local councils – and other stakeholders and road users to find out how we can best manage our roads, sustain healthy communities, promote their economies and work together to support a cohesive, well run road network.

This background paper sets out the division between Local, Regional and State Roads and describes the features of each category. All of this information – how our road network is managed, maintained, funded and categorised – is being opened to consultation. At the same time, a priority round of submissions for reclassification and transfer will run as the first phase of the project.

The scale of this project is significant. All interested parties are asked to critically assess the content of this document and engage with the Independent Panel through the consultation process to inform the review and make the changes that will improve the ongoing management of the road network.



Future Transport 2056 and its supporting plans require a regular review of the policy principles that underpin the road classification framework to ensure that they align with its six core outcomes.



The Road Classification Review has been initiated because:

- a) A review of existing road classifications should occur on a regular basis to maintain the integrity of the road network to support planning, policy making and the equitable distribution of resources.
- b) An issue has been identified in some council areas with the cost of maintaining regional roads, or with the standard of maintenance of some regional roads.
- c) There is an opportunity to make adjustments to individual road classifications and to re-examine the current classification framework to better align with current and developing State and national frameworks.

The Independent Panel has been established to consider a broad range of issues to:

- Lighten the load on councils by identifying which roads are appropriately managed by the State Government, and which are of sufficient significance to receive State funding
- Consider larger-scale changes to the management of the road network such as levels of service, design standards, the collection and validation of data and reporting
- Consider how technologies of the future can be accommodated on the NSW road network.

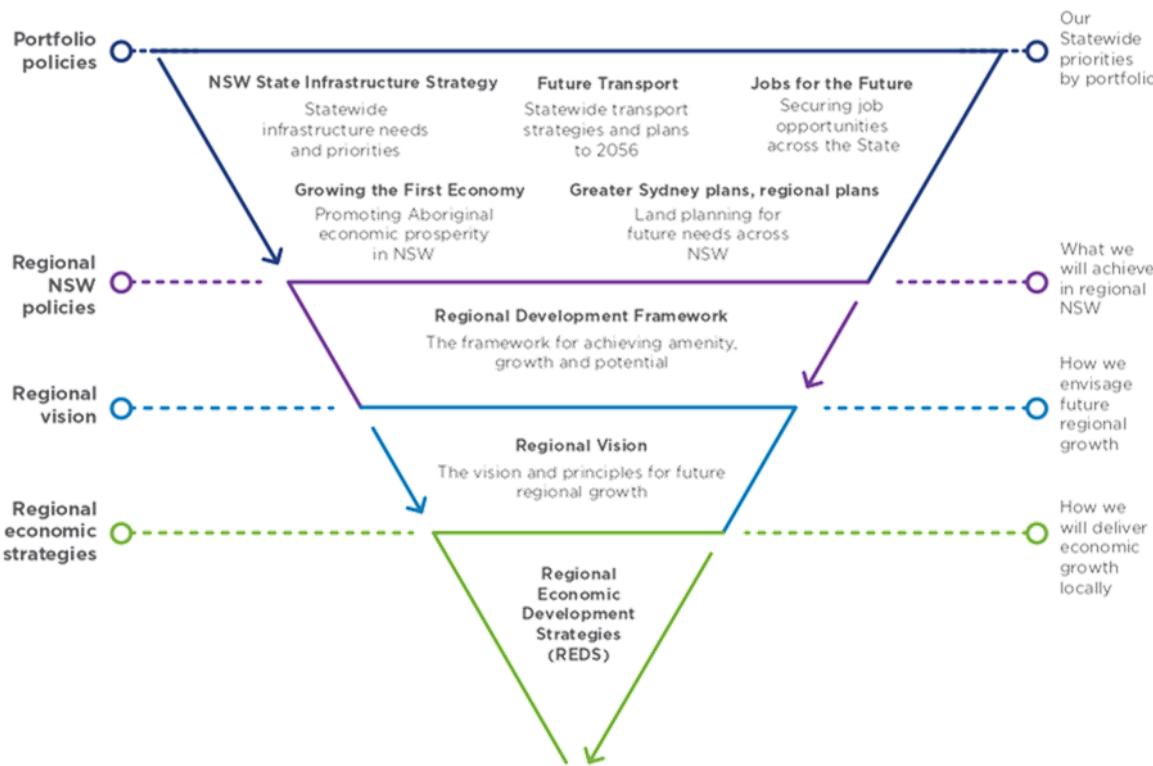
Clear and logical road classification matters. Apart from assigning management responsibility between jurisdictions and directing funding, classifications matter fundamentally to the experience of the road user. Even where the technical aspects of classification may be unknown to an average driver, cyclist or pedestrian, its effects will be communicated through the design and usage of the road. These elements are known to influence road user behaviour. A clear and strategic set of principles, consistently applied, is foundational to improving customer experience and safety on the network.

2. Purpose

2.1 A 20-Year Economic Vision for Regional NSW

A 20-Year Economic Vision for Regional NSW is a comprehensive vision for the future of regional NSW. It lays out a priority pathway to support the acceleration of regional growth and the long-term health and prosperity of the State.

The 20-year vision sets out the interaction of regional plans and strategies as follows:



The vision recognises several key principles aligned with the economic enablers that support the review of regional roads and networks, including:



The graphic at the top of the page features a stylized road that curves from left to right, ending in a large 'X'. Above the road, there's a blue header bar with white icons representing a farm, a house, trees, and a city skyline. Below the header, the text 'NSW ROAD CLASSIFICATION REVIEW AND TRANSFER' is written in white. The main area below the road shows an aerial view of a rural landscape with green fields, trees, and a few houses, transitioning into an urban area with a dense cluster of buildings.

3. Key terms

3.1 Road classification

The process of classifying roads is a mechanism used by the State government to assist in the effective allocation of State government road funds, and the allocation of road management responsibility between State and Local Government jurisdictions.

The *Roads Act 1993* provides for roads to be classified as Freeways, Controlled Access Roads, Tollways, State Highways, Main Roads, Secondary Roads, Tourist Roads, Transitways and State Works. These classified roads include all State Roads and some Regional Roads.

To simplify the administration of the various legal road classes, roads in NSW are also grouped into a three-tier administrative classification of State, Regional and Local Roads. These are not statutory categories but are agreed between levels of government and used to determine who is responsible for the management of a road and what type of funding it can receive.

3.2 Functional classification

This is the most common type of classification system. Road function is an element of any system that considers either how roads behave or how they would desirably behave as part of the network to define a classification framework.

In theory, the purpose of a functional classification is that traffic should flow in a logical way through road networks within the same functional category. This drives customer expectations and behaviour, and influences place-making and road safety.

A potential limitation of functional classification is that it may fail to reflect newer thinking about movement and place. Many roads have a mixed character, and a functional classification may need a degree of flexibility to be able to reflect both a road's form, or structural characteristics (which may indicate a variety of functions), as well as its place in the broader road network.

3. Key terms

3.3 Administrative classification

This classification assigns a category to roads on the basis of who is responsible for its management.

There is a view that the functional and administrative classifications should exactly align, and that functional hierarchy is able to also determine management arrangements for each road type. As classification systems are not an exact science, how far this is true

will vary between policy makers and according to circumstances. However, neither can they be entirely separated. The State, Regional and Local road categories are primarily administrative as they are assigned to indicate who is responsible for the management of a road and reflect the funding arrangements for that road. However, the categories are also broadly applied to describe the role the road plays in the network.

State Roads are major arterial links throughout the State and within major urban areas which are the responsibility of the State government to fund and prioritise, due to their significance in the network. State Roads include roads classified under the *Roads Act 1993* as Freeways, State Highways and Important Main Roads.

Regional Roads are routes of secondary importance between State Roads and Local Roads. Some Regional-classified roads are located within metropolitan areas. They are designated Regional based on their significance rather than their geographical location. Regional Roads include roads classified under the Act as Secondary Roads and the less significant Main Roads. They also include some roads not classified under the Act. It is the responsibility of councils to fund, prioritise and carry out works on Regional Roads. They are eligible for funding assistance from the State government in recognition of their importance to the network.

Local Roads are the remaining council-controlled roads which provide for local circulation and access. It is the responsibility of councils to fund, prioritise and carry out works on Local Roads. Local Roads are eligible for State government grant funding to support maintenance through the \$500m Fixing Local Roads program as well as Financial Assistance Grant funding through the Federal Government.



3.4 Joint Organisations

In NSW, Joint Organisations (JOs) are a legislated network of council groups designed to strengthen regional collaboration.

JOs are voluntary groupings of non-metropolitan councils. There are currently 13 JOs across the State, which work to:

- Establish strategic priorities for the region and plans for the delivery of priorities
- Advocate for regional priorities
- Provide region-wide leadership
- Identify opportunities for inter-government cooperation.

Bodies such as JOs may be engaged in the development of reclassification and transfer submissions. Roads of any class may cross local government boundaries, and roads of the Regional class are likely to cross multiple Local Government Areas.

Councils choosing not to become part of a JO may lodge an individual submission or collaborate with other Local Government Areas to develop their submissions.

3.5 Functional Economic Region

Functional Economic Regions (FERs) are groupings of regional communities with strong economic links, which are thought of as creating smaller economies within the Statewide economy. Regional NSW is divided into 37 FERs, with groupings based on economic data from the Australian Bureau of Statistics.

A map of the NSW FERs can be found at <https://www.nsw.gov.au/improving-nsw/regional-nsw/a-20-year-economic-vision-for-regional-nsw/regional-nsw-today/>.

3.6 Regional Economic Development Strategies

Regional Economic Development Strategies (REDS) are developed in line with the FERs, in that they are strategies which apply to the groupings of Local Government Areas known as FERs. REDS are strategies that can guide the economic development activity of councils and businesses in a FER. They may help the Local Government Areas in a particular FER to access State funding, comply with State legislation governing infrastructure investment, and support grant applications to State and Federal Government.

A REDS may also apply to a single Local Government Area, where it is based on a FER comprising only one Local Government Area, although this is rare.

NSW ROAD CLASSIFICATION REVIEW AND TRANSFER

4. Scope

4.1 Within scope



- **For classification review:** All Local Government Areas Statewide may submit any road for reclassification as part of the review. Submissions should align as far as possible with the criteria and principles to be released by the Independent Panel.



- **For transfer:** Regional Councils, which are consistent with the regional boundaries under Restart NSW, may submit council owned regional roads for transfer.

Where a road that is the subject of a submission crosses Local Government Area boundaries, every attempt should be made to present a joint submission to the Panel. If a submission is made to transfer or reclassify part of a road, the Panel may be unable to conduct a satisfactory assessment.

The Panel may look favourably on joint submissions, including those supported by Joint Organisations or other collaborative groupings or bodies, or with an awareness of the significance, operation and promotion of Functional Economic Regions (FERs) and Regional Economic Development Strategies (REDS).

4.2 Out of scope

The Panel will not consider:

- Proposals to **transfer** council owned regional roads located in Greater Sydney, Wollongong or Newcastle. A list of eligible councils is attached to this document.

If councils are unsure whether their application for reclassification or transfer is eligible for consideration, they are advised to contact the Secretariat in the first instance.

The graphic at the top of the page features a stylized road that curves from left to right, transitioning from a rural landscape with a farm, trees, and a house on the left to an urban landscape with a city skyline on the right. A dashed line runs along the top of the road. Below the road, the text "NSW ROAD CLASSIFICATION REVIEW AND TRANSFER" is written in white. The main body of the slide shows a photograph of a road under construction or maintenance. In the foreground, a white truck with a yellow ladder on top is driving on the right side of the road. Behind it, two orange construction vehicles, possibly graders or rollers, are working on the asphalt surface. The road is surrounded by dry, arid land with sparse vegetation under a clear blue sky.

5. Principles

5.1 Strategic principles

These strategic principles will inform the high-level decision-making of the Panel.

That the submission:

- Aligns with the Movement and Place, Hub and Spoke and 30-Minute City frameworks underpinning Future Transport 2056
- Aligns with the six outcomes for NSW identified in Future Transport 2056
- Aligns with *A 20-Year Economic Vision for Regional NSW* and related regional plans and strategies
- Aligns with freight policy
- Supports and promotes the economic productivity of the region
- Supports or enhances the resilience of the network
- Aligns with emergency management planning
- Enhances road safety outcomes.

5.2 Road Classification Review

5.2.1 Current classification framework

The Roads Act 1993 sets out a seven-tier framework for classified roads in NSW. These categories are:

- Main roads
- Highways
- Freeways
- Controlled access roads
- Secondary roads
- Tourist roads
- Tollways/Transitways.

In NSW, a simplified three-tier administrative classification framework is used to define management and funding categories, as well as to cover types of roads which are not described in the Roads Act (the Act does not apply to unclassified roads, which include Local Roads and some Regional Roads).

5. Principles

The classifications are:

- **State Roads:** freeways and primary arterials managed by the State
- **Regional Roads:** secondary or sub-arterials managed by Local Government, for which councils receive financial assistance from the State, reflecting their importance in the road network
- **Local Roads:** collector and local access roads, managed and funded by Local Government.

These definitions are a guideline only, to which there are exceptions. For example, the State government has responsibility for some roads with a special purpose or function, such as major tourist roads.

These administrative categories have been in place since 1995. They do not exist in the legislation but by agreement between the levels of government.

5.2.2 Classification criteria

State Road

General principles:

- Form a critical network link – closure to through traffic is not an option
- Priority to safety and efficiency of through traffic movement
- High flows of general traffic over long distances and high capacity relative to surrounding roads
- Continuous and regularly spaced in relation to traffic generating density
- Access to property and on street parking restricted as far as practicable
- Access available to all general access vehicle types as far as practicable
- Generally prioritises 'movement' over 'place'
- Provides for mass transit, smart motorways and high-volume freight where applicable
- Likely to form a major 'spoke' between regional centres or between regional and metropolitan centres
- Provides safe and efficient movement of high-volume freight
- Provides access for significant freight vehicles to major rural intermodal interchanges and urban distribution areas
- Support regional or State-significant economic activity
- Support 30-minute cities, where applicable

- May form a future autonomous vehicle/truck platooning route
- Perform city-shaping corridor or city-serving corridor functions (metropolitan areas).

Definition

The State Road network (including the National Highways) is formed by the primary network of principal traffic carrying and linking routes for the movement of people and goods within the urban centres of Sydney, Newcastle, Wollongong and Central Coast, and throughout the State.

Criteria

A road may be a State Road if its primary function meets at least one of the following criteria:

1. **Links major commercial, industrial and residential areas and distribution centres and ports within the Sydney, Newcastle, Wollongong and Central Coast urban centres**
 - Urban centres as defined by the Australian Bureau of Statistics, and
 - Primary through traffic route carrying significant volumes of traffic, or
 - Major public transport corridor, or
 - Major freight corridors, or
 - Connection between major rural arterials and major ports, freight terminals and distribution centres, or
 - Significant and essential supplementary route for through traffic parallel to a primary route as defined by the above, in critical strategic locations only.
- 2(a) **Links major NSW towns with the Sydney, Newcastle, Central Coast and Wollongong urban centres**
- 2(b) **Links these major NSW towns with each other where there is significant interaction**
 - Major towns population generally in the range 10,000 to 100,000 but may include slightly smaller centres which provide a wide range of commercial, community and administrative functions to an extensive hinterland, and
 - Primary route exhibiting best operational features and an intention to manage as the major route, and
 - Significant economic and social interaction exhibited, and



- Generally carry a minimum Annual Average Daily Traffic (AADT) greater than 1,000, or at least greater than 500 and growing at a faster rate than on surrounding roads, and
 - May include cross border links to interState major centres.
- 3. Links major regions throughout the State with each other**
- Provides a long distance connection between regions not already provided for in the network defined by the above criteria or 'missing links' that complete long distance connections between the network already defined by the above, and
 - Sustains a high flow of general traffic (generally AADT greater than 500) over long distances (100km), or
 - Significant long distance freight or coach route.

Regional Road

General principles

- Likely to prioritise 'movement' over 'place'
- May form a 'spoke' road depending on road's location and function.

Definition

Regional Roads comprise the secondary network which, together with State Roads, provide for travel between smaller towns and districts and perform a sub-arterial function within major urban centres.

Criteria

A road may be a regional road if its primary function meets at least one of the following criteria:

- 1. Links** smaller towns within the State Road network
- 2. Connects** smaller towns with each other
- 3. Performs** a sub-arterial function in major urban centres by:
 - **Supplementing** the State Road network for significant intra-urban flows
 - **Providing** access for significant flows to other commercial and industrial centres
- 4. Provides** access from the State Road network to major recreation and tourist areas of State significance
- 5. Provides** a town or suburban centre relief route for significant flows through traffic, especially freight vehicles

- 6. Provides** access for significant flows of freight vehicles to major rural intermodal interchanges and urban distribution areas.

Additional tests for regional roads

A road is potentially a Regional Road if it meets one or more of the following criteria:

- Forms the main regional link between population centres either directly or as part of the main route joining such centres
- Forms the main regional link between secondary suburban centres either directly or as part of the main route joining such centres
- Provides necessary connectivity between State Roads in urban areas
- Joins smaller service towns to their higher order economic and social regional centre
- Has significance for more than one Local Government Area
- If not otherwise connecting centres, functions as a collector road to a service town serving an extensive catchment area
- Carries a steady to increasing traffic volume with some potential for future growth
- Is an important route for significant flows of freight vehicles especially relative short haul farm to market/ transport intermodal interchanges
- Provides access for secondary flows of urban public transport to major transport interchanges
- Carries a minimum AADT that is similar to surrounding main roads
- Is a main route performing the functions of closed railway line
- Provides a relief route for significant flows of through traffic, especially for heavy vehicles wishing to bypass a busy town or suburban centre.

A road is potentially NOT a Regional Road if it meets one or more of the following criteria:

- Closely parallels a State Road or another Regional Road which performs a similar function. Thus in rural areas where capacity is not a problem, arguments that a road relieves an existing declared road normally are not valid
- Carries a non-substantial, steady to declining traffic volume with little prospect for future growth
- Is a short spur road wholly within one LGA
- Is a short spur road to a local tourist feature (as distinct from a tourist area of regional significance)

5. Principles

- Is a short spur road to a low throughput wharf, railway or other facility which is of local rather than regional significance
- Functions more as a local access road and acts as a minor collector serving a small catchment area with volumes steadily decreasing along the length of the road
- Overservices an area where land use has become less intensive and products have reduced time sensitivity (e.g. dairying) and rural populations have fallen
- Has no significant development requirements in the foreseeable future.

Local Roads

Local Roads support local access and circulation. Local Roads do not meet the criteria for either Regional or State classification. Local Roads:

- Have the primary function of supporting local access and circulation
- Are likely to prioritise 'place' and 'local streets' over 'movement'
- Provide access to and from properties
- Provide key first and last mile connections to key freight sites as part of a road freight network involving Regional and State roads.

5.2.3 Other conditions

The Panel will evaluate all submissions independently against the published criteria. Councils will have the opportunity to review the outcome of their reclassification submission with the Panel.

5.3 Regional Road Transfer

5.3.1 Transfer criteria

The Regional Road Transfer initiative will consider the transfer of responsibility for the management of council owned regional roads from Local to State government.

All submissions will be weighed to determine the issues, risks and benefits of any recommendation for transfer, and whether transfer is the most appropriate response likely to achieve the best outcome for the network.

Roads submitted for consideration under the Regional Road Transfer initiative must meet the following criterion for eligibility:

- The road is a council owned regional road located outside Greater Sydney, Newcastle and Wollongong.

5.3.2 Other conditions

Councils should note that the selection of priority submissions is at the discretion of the Panel and that alignment with conditions and principles will not automatically lead to the transfer of any Regional-classified road, priority or otherwise. This will be an assessment exercise whereby the rationale, benefits, risks, cost and timing of the submission will be evaluated by the Panel.

If a council is unsuccessful in the priority round of submissions, they are encouraged to submit an application in future rounds.

5.4 Priority consideration

Some roads may be selected by the Panel for priority consideration and recommended for reclassification or transfer in an early tranche of recommendations to government.

Criteria for priority consideration include, but are not limited to, a road which is:

- Subject to a government commitment; or
- council is able to demonstrate past or current difficulty in meeting the demands associated with maintaining the road in the short, medium and/or long term to the standard which allows the road to perform as intended as part of the broader network.

It is also desirable that priority submissions be uncontested by other councils, road users or any government department.

The assignment of priority status does not guarantee that any or all rehabilitation works will be undertaken within a specified time frame or that the standard of the road, where relevant, will be increased within a specified time frame.

Where the Panel's recommendations are accepted by government, the reclassification and transfer of roads will be staged according to a timeline to be developed by government.

The graphic features a stylized road that curves from left to right, ending in a large infinity symbol. Inside the road's curve, there are icons representing rural life: a barn, wheat stalks, houses, trees, and birds. On the right side of the road, there is a cluster of modern skyscrapers. Below the road, a photograph shows a real-life asphalt road with white dashed lines, surrounded by green trees and bushes under a blue sky with white clouds.

6. Frequently asked questions

1. What is the purpose of the Road Classification Review and Transfer?

The Road Classification Review and Transfer is made up of two initiatives being delivered as one project:

- Road Classification Review
- Regional Road Transfer.

As part of business as usual activities, road classifications across the State need to be evaluated on a regular basis. Road managers periodically need the opportunity to seek reclassification where the function or usage pattern of a road has changed, perhaps due to the construction of new transport infrastructure or changes in population density. This process will ensure that roads are being appropriately managed and funded, in line with the role they play in the network.

The transfer of up to 15,000 kilometres of regional roads to State management aims to lighten the load on regional and rural councils who are finding the maintenance of their council owned regional roads difficult or even unmanageable. This class of road has broader significance for the State, which is reflected in the financial assistance provided by government to councils for their maintenance. However, councils have made representations to government over a number of years to ask for further relief with some of these roads. The return of certain Regional Roads to State management will ensure they are able to be maintained in line with their significance to the broader network, and in a way that supports the social and economic health of communities across the State.

The overall purpose of the project is to contribute to a better managed, contemporary road network for NSW, with benefits that include supporting regional growth, ensuring the funding available to maintain our roads is appropriately distributed, and promoting healthy communities through place-making and engaging with other forms of transport.

6. Frequently asked questions

The current breakdown of Regional and Local roads in metropolitan and country NSW is as follows:



2. Which councils are eligible to make submissions for road reclassification?

All councils across NSW are invited to participate in the Road Classification Review. This means providing feedback on the policy principles that decide how roads are classified as State, Regional or Local. It also means that every council in NSW will have the opportunity to submit individual roads to be reclassified between any of these categories.

Submissions may also be made by Transport for NSW. These submissions will be evaluated against the published criteria by the Independent Panel.

3. Which councils are eligible to make submissions for Regional Road transfer?

Eligibility has been determined based on Restart NSW boundaries. A list of councils eligible to submit their council owned regional roads for transfer is Appendix 1 to this paper. It includes all councils outside Greater Sydney, Newcastle and Wollongong.

The majority of NSW's regional roads are located outside metropolitan areas, although a small number are located within metropolitan areas. Where metropolitan councils believe their council owned regional roads are no longer performing as Regional Roads, and are therefore receiving inadequate funding, they will be able to submit to have them reclassified, but cannot be considered for transfer.

Submissions may also be made by Transport for NSW. These submissions will be evaluated by the Independent Panel against the published criteria and taking into consideration the views of stakeholders affected by the proposal, as with all other submissions.

4. How will the project be impacted by COVID-19?

All parties – including the Independent Panel and the Minister – are acutely aware of the unprecedented circumstances now faced Australia-wide due to the impacts of the coronavirus pandemic. This will impact the planned consultation activities of the Panel.

With that said, there is determination to continue to drive this important project forward and obtain results for road managers and road users across NSW.

The Independent Panel, supported by an interdepartmental advisory group, is now considering options to adjust the consultation schedule/plan to reflect these new circumstances, while still giving all councils an opportunity to put their views in full. This may include video conferencing and webinars, plus the existing channels of phone and email. Measures will be based on the best advice from our communications specialists.

Information will be distributed directly to councils wherever possible, as well as through bodies such as Office of Local Government and Local Government NSW, and will be made available on the website.



5. What assistance is available for bushfire, drought or flood-affected councils?

The Independent Panel and NSW government acknowledge that many council areas have experienced and may currently be experiencing hardship associated with drought or bushfires.

The goal of the project is to improve conditions for councils and road users around the State. For this reason, care will be taken not to unduly increase workloads in affected areas.

Councils who expect to have difficulty meeting submission timelines or drafting submissions are encouraged to contact the Panel Secretariat at their earliest convenience.

6. Will existing arrangements under Road Maintenance Council Contracts (RMCCs) be maintained?

The Panel is not currently tasked with reviewing contractual maintenance arrangements on the road network. Its focus will be road classifications, management responsibilities and funding allocations.

The recommendations of the Independent Panel will be based on sound research and consultation. They will aim to promote the values and priorities of the *Future Transport 2056 Strategy*, including a commitment to a strong economy and successful places.

The Panel acknowledges that the RMCCs are important to local councils, to ensure strong economies, local employment and capable local road maintenance crews. The Panel will ensure consideration is given to maintaining local employment in roads maintenance works, such as through RMCC and direct employment by councils, and supporting economic growth in the regions.

7. What are the economic and planning principles of the *Future Transport 2056 Strategy*?

The *Future Transport 2056 Strategy* is a 40-year vision for NSW's transport system. The six outcomes underpinning the strategy are:

1. Customer focused
2. Successful places
3. A strong economy
4. Safety and performance
5. Accessible services
6. Sustainability.

Future Transport 2056 Strategy can be downloaded [here](#).

The work of the Independent Panel will also align with other government policies and plans, including the Heavy Freight Vehicle Access Policy Framework, the Road Safety Plan and other State and national frameworks either existing or in development.

8. What impact will the review and transfer have on State and Federal Government funding sources for councils?

The Independent Panel does not have any authority to make recommendations about Federal Government funding allocations.

Transfer of a council owned regional road to State management may result in a commensurate reduction in Block Grant funding or any other funding attached to that road which correctly sits with the road manager.

Reclassification may also lead to reallocation of funds in cases where a road attracts different funding streams based on its classification, or where the road manager changes through classification, or both.

However, the overall level of funding is outside the Terms of Reference for the Independent Panel and will be a matter for the government.

6. Frequently asked questions

9. Will roads being reclassified or transferred be brought up to standard before they are reclassified or in a specified timeframe after transfer?

The implementation process is a matter for government. The Independent Panel will identify individual roads to recommend for reclassification or transfer; make recommendations for a suitable timeline to implement changes; and estimate the financial impact to councils of its recommendations.

The condition of roads returning to State management will be assessed in terms of the standard required for the road to play its role in the network.

Where the cost to the State government of rehabilitation is significant, a prioritisation process will take place to ensure works are carried out where they are most needed as a first order.

Where repairs or increases in the standard of a road by the State government are deemed necessary, it may not be possible to carry out repairs immediately.

It is expected that councils will continue current maintenance standards on all roads for which they are currently the road manager, including roads that are submitted for reclassification or transfer, and until a subject road is formally transferred to the responsibility of another party. This includes the continuation of current funding arrangements, such as the Block Grant. There is no requirement for councils to increase their standard of maintenance on any road prior to or subsequent to its reclassification or transfer.

10. What opportunity will councils and other stakeholders have to provide input into the project?

The Independent Panel values input from all customers and stakeholders, including all types of road users, councils and industry.

As has been outlined above, the mode of consultation for the Independent Panel must now be revised to accommodate changed circumstances due to the COVID-19 pandemic. Technology will be utilised as far as possible to facilitate live meetings with the Panel.

Further, the Panel is committed to providing a variety of mechanisms through which feedback can be provided, including via the website, by email, and by phone or video, and will make every effort to accommodate the individual needs of any interested stakeholder. If you would like to discuss any other mode for the submission of feedback, please contact the Secretariat in the first instance.

A consultation schedule is outlined in this paper. Any issues or concerns with this plan or schedule should be raised with the Secretariat.

11. Will the full project be completed by the milestone date of July 2021?

The Independent Panel plans to deliver its final recommendations to the Government by July 2021. The milestone dates are marked indicative and may be subject to change, particularly given the impacts of the COVID-19 pandemic.

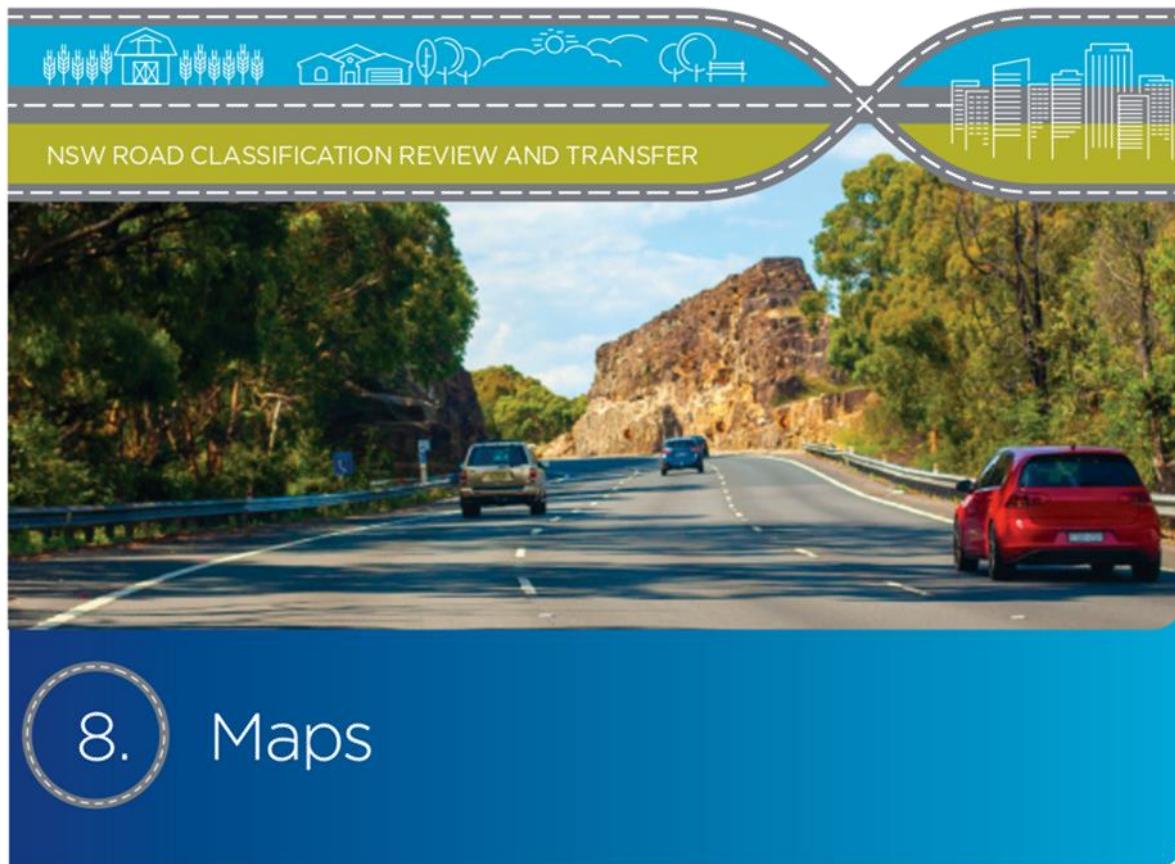
Part of the Panel's task is to determine an appropriate timeline for recommended reclassifications and transfers to take place. It is expected that these processes will be undertaken over a period of time, taking into account both administrative processes and economic impacts.

7. Consultation schedule

The schedule for consultation sessions with local councils is below. This does not include briefing sessions with other stakeholders.

These dates may be amended or added to as the scheduling process continues.

Session name	Date and time	Session name	Date and time
Hunter JO	2pm-4pm, 23 June 2020 2pm-4pm, 2 July 2020	Central NSW JO	9.30am-11.30am, 24 July 2020 3pm-5pm, 3 August 2020
Far North West, Brewarrina	2.30pm-4.30pm, 29 June 2020	Namoi JO	9.30am-11.30am, 31 July 2020
New England JO	2pm-4pm, 1 July 2020 1.30pm-3.30pm, 3 July 2020	Far South West JO	2.30pm-4.30pm, 27 July 2020
Orana JO, Dubbo, Coonamble	9.30am-11.30am, 3 July 2020 9.30am-11.30am, 9 July 2020	Mid North Coast JO, Clarence Valley, Coffs Harbour, Nambucca	10am-12pm, 5 August 2020
Northern Rivers JO	10am-12pm, 7 July 2020	Metro sessions: Inner West, Lower North, Upper North and Central Coast	10am-12pm, 11 August 2020 1.30pm-3.30pm, 14 August 2020
Canberra Region JO	9.30am-11.30am, 10 July 2020 2pm-4pm, 14 July 2020	Metro sessions: Greater Western, Southern and Blue Mountains	10am-12pm, 17 August 2020 1.30pm-3.30pm, 20 August 2020
Illawarra Shoalhaven JO	9.30am-11.30am, 14 July 2020		
Riverina JO, Wagga Wagga	9.30am-11.30am, 15 July 2020 1.30pm-3.30pm, 20 July 2020		
Riverina-Murray JO	9.30am-11.30am, 20 July 2020 2pm-4pm, 24 July 2020		



8. Maps

Maps of the NSW road network showing State, Regional and Local classifications are available at the program webpage: nswroads.work/roadreview

These maps will be enhanced on a rolling basis to show more data about the State's roads as it becomes available.

Contact us - For more information

-  roadreview@transport.nsw.gov.au
-  nswroads.work/roadreview
-  Independent Panel, Road Classification Review and Transfer
Locked Bag 928 North Sydney NSW 2059



This document contains important information about road projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call the project team on 1800 413 640. The interpreter will then assist you with translation.



June 2020

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12.18 LOCAL ROADS AND COMMUNITY INFRASTRUCTURE PROGRAM**File Number:** R8-12**Author:** Siew Neale, Executive Engineer Roads, Bridges & Operations**Authoriser:** Kookie Atkins, Director of Engineering Services**Annexures:** Nil**PURPOSE**

The purpose of this report is to consider eligible project to be funded under the recently announced Local Roads and Community Infrastructure Program. Under this funding Council has an allocation of \$928,818.00.

BACKGROUND

Council were advised by the Australian Government Department of Infrastructure, Transport, Regional Development and Communications ('Department') the offer of a grant under the Local Roads and Community Infrastructure Program (LRCI) of \$929,818 excluding GST. The LRCI Program aims to assist a community led recovery from COVID-19.

The LRCI guidelines outline the funding recipient's requirements to nominate projects they plan to undertake with LRCI Program funding by providing information to the Department. Eligible local road projects are projects that involve the construction or maintenance of roads managed by local governments. Eligible community infrastructure projects are projects that involve the construction, maintenance and/or improvements to council owned assets (including natural assets) that are generally accessible to the public.

At the Ordinary Council Meeting held on 17 June 2020 council resolved to allocate \$60,000.00 to a toilet block in the park at Quambone.

The LRCI Program aims to assist a community-led recovery from COVID-19 by supporting local jobs, firms, and procurement. It is expected councils, where possible, will use local businesses and workforces to deliver projects under the LRCI Program to ensure stimulus funding flows into local communities.

(a) Relevance to Integrated Planning and Reporting Framework

I1.1.8 Continue local sealed roads routine maintenance, heavy patching and resealing.

I1.1.9 Continue local unsealed roads routine maintenance, grading, reforming, reloaming, causeway re-sheeting.

(b) Financial Considerations

Funding under the LRCI Program to cover the expenditure will be amended in the September budget review.

COMMENTARY

Staff have reviewed the guidelines for the Local Roads and Community Infrastructure Program and have proposed the following projects on local roads:

Back Gular Road re-sheeting	\$150,818.00
Urban Streets kerb and gutter replacement	\$400,000.00
Wingadee Road re-sheeting	\$100,000.00
Addition to the local roads projects listed it is also suggested to fund councils contribution to the aerodrome upgrade project	\$218,000.00
Quambone toilet block as resolved by Council	\$60,000.00
Total	\$928,818.00

(a) Governance/Policy Implications

Maintenance of Council's infrastructure assets is carried out in accordance with Council's adopted management plans.

(b) Legal Implications

A legally binding agreement will be executed between Coonamble Shire Council and the Australian Government, Department of Infrastructure, Transport, Regional Development and Communications.

(c) Social Implications

There are no social implications arising from this report.

(d) Environmental Implications

Adherence to Australian Government environment and heritage legislation including the Environment Protection and Biodiversity Conservation Act 1999. Other statutory requirements may include, but are not limited to: Native title legislation; State government legislation and Local government planning approvals.

(e) Economic/Asset Management Implications

Council's Asset Management registers will be maintained to record construction and/or asset renewal activities.

(f) Risk Implications

Submission of reports in line with the Grant Agreement and the guidelines.

CONCLUSION

It is recommended that Council considers the nominated projects for funding under the Local Road Community Infrastructure Program.

RECOMMENDATION

That Council approves the following projects under the Local Road and Community Infrastructure Program:

1. Quambone toilet block	\$60,000.00
2. Aerodrome reseal and upgrade fencing	\$218,000.00
3. Back Gular Road re-sheeting	\$150,818.00
4. Urban Streets kerb and gutter replacement	\$400,000.00
5. Wingadee Road re-sheeting	\$100,000.00
TOTAL	\$928,818.00

12.19 AIRPORT FENCING

File Number: A-5

Author: Kookie Atkins, Director of Engineering Services

Authoriser: Kookie Atkins, Director of Engineering Services

Annexures: Nil

PURPOSE

The purpose of this report is to consider the future of perimeter fencing at the Coonamble Aerodrome.

BACKGROUND

At the July Council meeting it was resolved to investigate the possibility of an exclusion fence rather than an electric exclusion fence that is currently in place.

Council was successful in securing a grant under the remote airstrip upgrade program for work at the Coonamble airport including resealing, line marking and for the completion of the electric exclusion fencing, which is a length of 450 metres. It should be noted that the grant approval specifically states electric fencing and any changes to the scope of works would need a variation request to be lodged.

(a) Relevance to Integrated Planning and Reporting Framework

I1.3.1. Support projects that aim to reduce transport disadvantage.

CS I1.3.2. Maintain Certification of Aerodrome to CASA Regulations.

(b) Financial Considerations

Any variation to the scope of works as outlined in the funding agreement must be justified and approved by the funding body.

The funding will only cover the 450 meter of fencing remaining to be replaced. The cost to complete the fencing in the same style is estimated to be \$12,070 (ex GST).

Comment: General Manager: I have requested the Executive Leader Infrastructure to also provide Councillors with the estimated amount to replace the whole perimeter fencing at the Coonamble Airport with exclusive fencing, as well as the cost of this exclusive fencing for the 450m that still needs to be fenced in. Unfortunately, this information could not be obtained in time to be included with this report and will be made available to Councillors when received.

COMMENTARY

Currently there is 5.3 kilometres of electric fencing in place with 4.3 km of the fence funded under a previous round of the same funding stream. The current grant covers 450 metres of fencing that will complete the perimeter fencing around the airport.

There has been concern raised that other airports have moved away from electrified fencing due to this style of fencing being ineffective. There are a number of factors that influences the effectiveness of any form of exclusion fencing, as follows:

- Proximity of the airport to town
- Land use in adjoining areas
- What type of animals are causing issues – kangaroos, wild pigs, emu's, etc
- Existing animal numbers and habits

The situation at Coonamble is that the existing electric fencing has been proven very effective even though the perimeter is yet to be completed.

If Council wants to now change fencing styles for the last 450 metres, a variation request will need to be lodged with the funding body, with valid reasons for the change.

Considering that 4.3 km of existing fencing was also the subject of previous grant funding and it has been found to be effective for the Coonamble airport, Council would arguably struggle to justify such a request.

(a) Governance/Policy Implications

The Coonamble airport has been certified under Regulation 139.050 of the Civil Aviation Safety Regulations (CASR) 1998.

Airport operations are based on the requirements of Council, the Air Navigation Act, Civil Aviation and the Aviation Transport Security Act 2004.

(b) Legal Implications

There are no legal implications associated with this report.

(c) Social Implications

There are no social implications associated with this report.

(d) Environmental Implications

There are no environmental implications associated with this report.

(e) Economic/Asset Management Implications

There are no economic/asset management implications associated with this report.

(f) Risk Implications

There are no risk implications associated with this report.

CONCLUSION

Given consideration that the existing 5.3 kilometres of fence has proven to be effective and there only remains 450 metres to complete the perimeter, there seems to be no value or justification in changing the fencing style at this point.

RECOMMENDATION

That Council resolves to complete the perimeter fencing of the Coonamble Airport in the same style of electric exclusion fencing that the project began with.

12.20 RURAL ROADS FUNDING AND PROGRAM

File Number: R8

Author: Kookie Atkins, Director of Engineering Services

Authoriser: Kookie Atkins, Director of Engineering Services

Annexures: Nil

PURPOSE

The purpose of this report is to give an overview of road projects to be undertaken in the 2020/2021 year along with an explanation of funding sources and how road hierarchies are determined.

BACKGROUND

Overview of road network

Council has over 1,600km of road within its boundaries. Of this, 114km is State Highway and maintained by Council under contract to the RMS. Another 255km, of which 204km are sealed, are Regional Roads and are funded by the RMS Block Grant and REPAIR Program where applications are successful. The remaining 1,266km of Shire Roads are owned and maintained by Council using grant funding for rehabilitation and maintenance, as well as income from Council's general fund. Approximately 1,100km of these Shire Roads are unsealed, with 167km sealed. The Shire has 22 major bridges and culverts.

Maintenance System

Roads maintenance can be broken into two main types:

- routine maintenance – such as pothole patching, shoulder grading, unsealed road grading, minor culvert and bridge repairs, vegetation control and maintenance of roadside furniture (signs, guideposts etc.)
- capital works – reconstruction, rehabilitation and specialist maintenance, including resealing

Council has adopted a risk management approach to routine maintenance, where hazards are identified through scheduled inspections or complaints from the public. These hazards are assessed, ranked, and scheduled for repair in order of priority within budget constraints. Reloaming works are also assessed using this system, limited to most important roads.

A similar process has been adopted for major maintenance of sealed roads, where roads are assessed based on their pavement quality, roughness and width, with reconstruction funds allocated in order of need. Reconstruction and resealing works are conducted on the expectation of a 30 year life, as this is the most cost effective regime for Council.

Through this process Council has been able to maintain an acceptable standard of sealed roads within the Shire. The result of this is that the assessment and allocation process should be reviewed to ensure that it is continuing to provide best value for Council's limited road maintenance budget.

The following is a summary of major works scheduled for 2020-2021

2020/2021 WORKS PROGRAM					
Funding Source	Completion Due	Road	Road Name & Segment	Comment	Estimated Cost
LRCI	30 June 2021	SR12	Back Gular Road - Resheeting		\$ 150,818.00
LRCI	30 June 2021		Urban Streets – Kerb and gutter (Nash Street)		\$ 400,000.00
LRCI	30 June 2021	N/A	Quambone - Toilet Block		\$ 60,000.00
LRCI	30 June 2021	SR7	Wingadee Road – Resheeting		\$ 100,000.00
RAP/LRCI	30 June 2021	N/A	Aerodrome Reseal and upgrade fencing		\$ 218,000.00
FLR / OSF	30 June 2021	SR86	Carinda Road		\$ 817,160.00
REPAIR /Block	30 June 2021	MR129B	Baradine Road		\$ 633,676.00
FCR/Block	31 Dec 2021?	MR383	Pilliga Road - Floodway Upgrade		\$ 369,760.00
RTR#	31 Dec 2020	UR2/22/78	Aberford Street - Heavy Patching		\$ 110,000.00
RTR#	31 Dec 2020	Various	Urban Roads - Reseals/Heavy Patching		\$ 130,000.00
RTR#	31 Dec 2020	Various	Rural Roads - Reseals/Heavy Patching		\$ 300,000.00
RTR#	30 June 2021	Urban	Maule Lane - Heavy Patching		\$ 240,000.00
RTR #10	30 June 2021	SR6	Bramble Rd - Resheeting		\$ 190,000.00
RTR#5	30 June 2021	SR55	Gibson Way Reform		\$ 67,000.00
RTR#	30 June 2021	SR26	Vatua Lane - Resheeting		\$ 75,565.00
RTR#	30 June 2021	SR3	Goorianawa Road - Resheeting		\$ 12,240.00
RTR#	30 June 2021	SR4	Goorianawa Road - Resheeting		\$ 26,250.00
RTR#	30 June 2021	SR5	Goorianawa Road - Resheeting		\$ 28,220.00
RTR#	30 June 2021	SR26	Emby Road - Resheeting		\$ 15,470.00
RTR#	30 June 2021	SR9	The Summit Road - Resheeting		\$ 12,155.00
RTR#	30 June 2021	SR49	Ottendorf Lane - Resheeting		\$ 73,440.00
RTR#	30 June 2021	Various	Various local roads – Guardrail upgrades		\$ 150,000.00
Council Capital Renewal	30 June 2021		Bertram Street Rehabilitation		\$ 350,000.00
Council Capital Renewal	30 June 2021		Urban - Heavy Patching		\$ 112,000.00
Council Capital Renewal	30 June 2021		Rural Roads - Heavy Patching		\$ 110,390.00
PROJECTS THAT ARE NOT YET FUNDED OR NOT PROGRESSED TO SCHEDULING WORKS					
RTR#11		SR54	Flodenfield Road - Resheeting		\$ 10,000.00
RTR#10		SR6	Bramble Rd - Resheeting		\$ 190,000.00
RTR#6		SR55	Gibson Way Culvert Replacement		\$ 45,000.00
RTR#12		SR49	Ottendorf Road - Reform		\$ 30,000.00
RTR#13		SR16	Mungery Road - Resheeting		\$ 70,000.00
RTR#			Resheeting		\$ 300,000.00
RTR#			Reform		\$ 200,000.00
RTR			Gulgambone Road - Rehabilitation		\$ 150,000.00
RTR			Box Ridge Road - Drainage		\$ 25,000.00
NDRRA	30 Nov 2020	Various	Flood damage - Immediate Reconstruction	Yet to be approved by TfNSW	
ROSI		SR2	Tooraweenah Rd	Progressing	
ROSI/FCR		MR7515	Warren Rd - Joint project with WSC	Progressing	
NHVSP		MR7515	Warren Rd intersection	Yet to be approved	

(a) Relevance to Integrated Planning and Reporting Framework

I1.1.8 Continue local sealed roads routine maintenance, heavy patching and resealing.

I1.1.9 Continue local unsealed roads routine maintenance, grading, reforming, reloaming, causeway re-sheeting.

(b) Financial Considerations

The financial considerations are dependent on which funding stream is used for each project.

Program	Funding Breakup (Ratio)	Project	Total	Council Contribution	Funding Body Contribution	Brock Grant
LRCI	100/0	Back Gular Rd Resheeting	151,818.00		151,818.00	
		Urban Streets Kerb & Guttering	400,000.00		400,000.00	
		Wingadee Rd Resheeting	100,000.00		100,000.00	
TOTAL			651,818.00		651,818.00	
FLR	75/25	Carinda Rd	817,160.00	204,290.00	612,870.00	
		TOTAL	817,160.00	204,290.00	612,870.00	
FCR	75/25	Pilliga Rd Floodway Upgrade	369,760.00		262,500.00	107,260.00
		TOTAL	369,760.00		262,500.00	
RTR	100/0	Aberford St/Namoi St Heavy Patching	110,000.00		110,000.00	
		Urban Roads - Reseals & Heavy Patching	130,000.00		130,000.00	
		Rural Roads - Reseals & Heavy Patching	300,000.00		300,000.00	
		Maule Lane - Heavy Patching	240,000.00		240,000.00	
		Bramble Rd - Resheeting	190,000.00		190,000.00	
		Gibson Way - Reform	67,000.00		67,000.00	
		Vatua Lane - Resheeting	75,565.00		75,565.00	
		Goorianaway Rd - Resheeting	66,711.00		66,711.00	
		Emby Rd - Resheeting	15,470.00		15,470.00	
		The Summit Rd - Resheeting	12,155.00		12,155.00	
		Ottendorf Ln - Resheeting	73,440.00		73,440.00	
		Various Rds - Guardrail upgrades	114,386.00		114,386.00	
		TOTAL	1,394,727.00		1,394,727.00	
HVSPP	50/50	Warren Rd - Upgrade (Applic Submitted not budgeted)	800,000.00		400,000.00	400,000.00
TOTAL			800,000.00		400,000.00	400,000.00
REPAIR	50/50	Baradine Rd - Rehab	633,675.00		316,838.00	400,000.00
TOTAL			633,675.00		316,838.00	400,000.00
ROSI	100/0	Tooraweenah Rd - Upgrade	22,900,000.00		22,900,000.00	
TOTAL			22,900,000.00		22,900,000.00	
ROSI/FCR	80/20	Warren Rd - Upgrade (joint application with Warren Shire)				
		Coonamble Section	3,145,350.00	632,000.00	2,516,280.00	
		Warren Section	1,693,650.00	335,800.00	1,354,920.00	
		TOTAL	4,839,000.00	967,800.00	3,871,200.00	
Maintenance						
		Regional Roads	700,000.00			700,000.00
		Local Roads	445,600.00	445,600.00		
		Urban Roads	123,000.00	123,000.00		
Capital Renewal						
		Regional Roads	319,760.00			206,520.00
		Local Roads	110,390.00			
		Urban Roads	112,000.00			
TOTAL			1,810,750.00	568,600.00		906,520.00
RTR Annual		\$929,818.00 Normal year				
Block Grant Annual		\$1,413,780.00 Expected				
Own Source Funds		\$1,404,890.00				

FUNDING STREAMS

Fixing Country Roads/fixing country local roads

This program provides funds for projects that better connect local and regional roads to state highways and key freight hubs such as silos, saleyards, rail heads, distribution centres, industrial parks and depots.

Council has made submissions for various locations under the Fixing Country Roads program and will continue to pursue this avenue of funding through a grant application process.

Flood damage

Under the NSW disaster Assistance Guidelines the NSW Government provides financial assistance to councils to restore essential public assets that are damaged as a direct result of an eligible disaster.

Coonamble has suffered two eligible disaster events this year and staff are currently assessing sections of council's network to fit the criteria for submissions.

Heavy vehicle safety and productivity program

The Heavy Vehicle Safety and Productivity Program (HVSPP) is an Australian Government initiative to fund proposals for projects that will upgrade road infrastructure to improve heavy vehicle safety and freight efficiency, saving lives and reducing travel times for freight on Australia's roads.

Roads of Strategic Importance

This funding stream is intended to ensure our key freight roads efficiently connect agricultural and mining regions to ports, airports and other transport hubs. It will deliver works such as road sealing, flood immunity, strengthening and widening, pavement rehabilitation, bridge and culvert upgrades and road realignments.

Roads to Recovery Program

Allocations for all councils are determined on the basis of the recommendations of the Local Government Grants Commissions in each state and the Northern Territory for the roads component of the Financial Assistance Grants.

Under the Roads to Recovery Program, direct funding to local councils is distributed according to a formula based on population and road length set by the Local Government Grants Commissions in each state and the Northern Territory. Each council's Roads to Recovery allocation is fixed for the life of the Program.

Block Grant

Transport NSW provides block grants to Council as a contribution towards the cost of works on Regional Roads, under the terms of the Block Grant Agreement. Block Grants may be spent on preservation, restoration and enhancement works to the extent provided for in the Block Grant Agreement.

Every council has entitlement to an annual block grant. The grant comprises a roads component and a supplementary component (both available for works on Regional Roads) and a traffic facilities component (which may be spent on works on Regional Roads as well as traffic facilities on Local Roads).

Repair Program

The REPAIR Program provides additional funds for high merit projects to supplement block grants. Funds are available on a dollar for dollar basis for councils to undertake larger works of rehabilitation, and some development work on Regional Roads in

order to minimise the long term maintenance costs commensurate with road function and usage, and where benefits of such projects exceed the cost.

Councils nominate specific projects which are then prioritised on a merit basis up to the available funding allocation through a regionally based council consultative committee in a transparent, peer review process.

Other Programs

In addition to the programs listed in this report other grant opportunities become available from time to time to achieve economic stimulus during targeted events such as covid-19 or drought.

COMMENTARY

For the purposes of maintaining roads within the Shire all rural roads are categorised into 1 of 8 Types and urban streets into 1 of 3 types as described below.

Type	Description
Rural Roads	
1	SH18 is the only type 1 road within the shire. It is maintained for the RMS under the Single Invitation Maintenance Contract and will not be managed under this Management Plan.
2	All Regional roads within the shire
3	All Local Arterial Roads
4	Roads of high local traffic not being defined as Local Arterial roads. Includes all school bus routes not included in type 3 roads
5	Roads servicing less than 30 properties
6	Roads Servicing Less than 10 properties
7	Roads Servicing Less than 5 properties that are graded when approval given by council on written request
8	Unformed roads not maintained by council (lengths unknown)
Urban Streets	
U1	The 8m carriageway of streets that are on the route of a Type 1 or 2 Road
U2	All sealed streets not classified as Type U1
U3	All lanes and unsealed streets within town and village boundaries

A summary of roads by category is given below:

	Sealed		Unsealed		Total	
Type	No of Roads/ Part Roads	Length	No of Roads/ Part Roads	Length	No of Roads/	Length

		Km		Km	Part Roads	Km
Rural Roads						
1	1	114.62	0	0	1	114.61
2	5	204.21	1	51.47	5	255.68
3	4	150.68	3	84.63	4	235.31
4	5	16.93	36	523.7	36	540.63
5	0	0	29	225.12	29	225.12
6	1	1.34	40	220.97	41	222.31
7	0	0	13	42.46	13	42.46
8	0	0	0	0	33	0
Total	16	482.8	123	1153.3	162	1636.1
Town Streets						
U1	3	2.9	0	0	3	2.9
U2	69	33.5	0	0	69	33.5
U3	0	0	42	13	42	13

(a) Governance/Policy Implications

Maintenance of Council's infrastructure assets is carried out in accordance with Council's adopted management plans.

(b) Legal Implications

Each funding opportunity requires council to enter into binding agreements.

(c) Social Implications

There are no social implications arising from this report.

(d) Environmental Implications

There are no environmental implications arising from this report.

(e) Economic/Asset Management Implications

Council's Asset Management registers will be maintained to record construction and/or asset renewal activities.

(f) Risk Implications

There are no risk implications arising from this report.

CONCLUSION

As council can appreciate, matching projects and funding is a complicated process in order to balance funding opportunities with own source funding capability, to ensure the best sustainable outcome for council.

RECOMMENDATION

That Council notes the information in the report.

13 NOTICES OF MOTIONS/QUESTIONS WITH NOTICE/RESCISSON MOTIONS**13.1 NOTICE OF MOTION - ERECTION OF SECURITY FENCE AROUND COONAMBLE AERODROME****File Number:** A5 + C13-8**Annexures:** 1. Quote from Pettiford - Security Fencing around Aerodrome**BACKGROUND**

Cr Paul Wheelhouse has given notice of his intention to move a motion regarding exclusion security fencing around the Coonamble Aerodrome.

A quote to erect fencing has been provided and a copy is attached to this report.

ISSUES

The Notice of Motion submitted by Cr Wheelhouse reads as follows:

"To erect an exclusion wire security fence with electric wire on top around the Coonamble Shire Aerodrome, with the electric fence to meet the prerequisites of the grant funding bodies",

The reason for this motion is to make the Aerodrome 100% animal and human proof for all the aeroplane traffic using the Coonamble Aerodrome.

LEGAL/POLICY IMPLICATIONS**I1.3.2 Maintain Certification of Aerodrome to CASA Regulations**

Coonamble Aerodrome is owned and operated by Council which ensures that locally elected representatives are on hand to ensure that necessary decisions are made promptly and with full regard to local needs. The Airport is zoned RU1 under the Council's LEP.

In order to maintain its status as an Airport able to support Regular Public Transport (RPT) services, the Airport has been certified under Regulation 139.050 of the Civil Aviation Safety Regulations (CASR) 1998.

The airport operations are based on both the requirements of Council and the Air Navigation Act and Civil Aviation. Routine inspections are undertaken according to CASA requirements with all repairs completed by suitably qualified technicians. In addition, annual pavement and obstacle limitation surveys are completed.

FINANCIAL IMPLICATIONS

Federal Government funding has been released to enhance the safety and accessibility of aerodromes across the Parkes Electorate. Coonamble Aerodrome was allocated \$218,988 to Council to improve safety and reliability of its airstrip and one of the projects included was completion of an animal exclusion fence.

MOTION

“That Council erect an exclusion wire security fence with electric wire on top around the Coonamble Shire Aerodrome, with the electric fence to meet the prerequisites of the grant funding bodies”.



SHANE PETTIFORD 'DALLAS' WALGETT Rd COONAMBLE NSW 2829

ABN: 98 954 921 199

QUOTATION

Quote No:0701

Attn: Coonamble Shire Council C/o Paul Wheelhouse
From: Shane Pettiford
Date: 13/7/20

Paul,

Below is a requested quote for approximately 6500 metres of 1800mm high Exclusion Fence surrounding Coonamble Aerodrome.

Fence specifications are included below. I strongly recommend use of these specifications in this soil type.

I have include a total price estimate and per unit prices, more metres and end assemblies will cost more, less will cost less.

Quote includes removal of one of the existing fences surrounding the aerodrome. The exclusion netting must be erected in a clockwise direction on the outside of the fence line around the aerodrome to allow apron to be most effective.

Prices quoted includes all labour and materials and GST.

Estimated Price: \$163625 inc GST (includes 6500m removal of one existing fence, 6500m exclusion fence, 9 corner double ends, 8 single end assemblies, 4 double gates)

Unit Prices Inc GST:

Exclusion Fence, 16/180/15, Irons Waratah Blue Clip @ 5m spacings, top 2mm waratah Barb, Top 2.8mm Growie Wire, Clipped @ \$19.80 per metre

Double End: Main Post 3000mm in, 1800mm out, Secondary Posts 1450mm in 1800 out, Butts 1500mm in 250mm out, Double Railed, Rod Strut, Apron stay @ \$1397 each

Single End: Main Post 3000mm in, 1800mm out, Secondary Post 1450mm in 1800 out, Butt 1500mm in 250mm out, Double Railed, Rod Strut, Apron stay @ \$869 each

Double Gates: 1800mm high \$1100 each

"Get us in before your stock get out"



0429 0464 78

Rural - Domestic - Commercial

SHANE PETTIFORD 'DALLAS' WALGETT Rd COONAMBLE NSW 2829

ABN: 98 954 921 199

I thank you very much for the opportunity to quote. If you have any queries please do not hesitate to give me a call.

This price is available for 30 days from the above date.

Shane Pettiford

"Get us in before your stock get out"

14 CONFIDENTIAL MATTERS

RECOMMENDATION

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993:

14.1 Closed (Public Excluded) Council Meeting of the Coonamble Shire Council - 8 July 2020

14.2 Report into the Management and Consideration of Tender TD19-01-MR

This matter is considered to be confidential under Section 10A(2) - a of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with personnel matters concerning particular individuals (other than councillors).

14.3 Drought Stimulus Program - Riverside Caravan Park

This matter is considered to be confidential under Section 10A(2) - d(i) of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

14.4 TENDER SPT181920COO CONSTRUCTION OF DN300 SEWER RISING MAIN

This matter is considered to be confidential under Section 10A(2) - d(i) of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

15 CONCLUSION OF THE MEETING