

Karl Okorn
Team Leader
Energy Assessments
Department of Planning, Industry and Environment
Level 16 4PSQ
12 Darcy Street
PARRAMATTA NSW 2150

Dear Mr Okorn,

Greater Hume Council Endorsed Submission to the Environmental Impact Statement (EIS) – Glenellen Solar Farm

I refer to the notice of exhibition of the EIS for the Glenellen Solar Farm (proposed development) which was received by Council on 27 October 2020. It is advised that Council has reviewed the Environmental Impact Statement and at the ordinary meeting held on 18 November 2020, Council resolved to **formally raise concerns/object** to the proposed development for the following reasons:

1. The development will result in adverse environmental, social and economic impacts for the local community

There are many nearby receptors to the proposed development and the EIS identifies 84 sensitive receivers within a 2 kilometre radius.

Council is of the opinion that the proposed development will lead to poor social and environmental outcomes through a loss of amenity for nearby residents in that the immediate landscape will dramatically change from prime agricultural land, to be a landscape with an industrial appearance with a development footprint of 332 hectares, that incorporates solar panels on tracker units up to 5 metres high, site and amenity buildings, access roads, inverter stations, high voltage substations and 2.5 metre high perimeter fencing. Council believes that the proposed landscaping will not provide a timely response to address the amenity loss of nearby receivers. Council is concerned about the cumulative visual impacts for some receivers who will have cumulative visual impacts to both the Glenellen Solar Farm and the Jindera Solar Farm.

As mentioned there are 84 receivers located within 2 kilometre of the proposed development and therefore Council is concerned about the potential for the heat island effect to adversely impact upon localised climatic conditions and result in heat transmission out of the solar farm and into neighbouring properties.

The EIS relies upon several studies that have been undertaken to discuss the heat island effect caused by PV arrays however, there is no cited Australian studies on the heat island effect in the same context as the Glenellen Solar Farm that is within very close proximity to the Jindera Solar Farm. This is of concern to Council as it may not be appropriate to extrapolate the results of international studies on the heat island effect to localised conditions where this development is large, with another nearby large proposed solar farm development, there are many receptors that are as very close to the property boundary and the mean summer maximum temperature is 32.3°C. Council is also concerned about the cumulative effects of the heat island effect on some nearby residences which in some instances are bordered on both sides by the two solar farms.

The EIS should have discussed what mitigation measures that the proponent could take to minimise adverse outcomes caused by the heat island effect.

Council is concerned about the proposed development producing a dust nuisance during construction, but particularly during its operational phase. The local area enjoys a reasonably high average rainfall and therefore it is not common for land in the vicinity of the proposed development to be devoid of vegetation. Consequently, nearby receptors currently do not experience any significant issues in relation to dust. Council believes that the use of tracking systems and efficient PV cells will dramatically reduce the amount of solar energy reaching the soil beneath the solar arrays and over the thirty year life of the development it could be increasingly difficult to maintain vegetation cover. Given the scale of the development site (332 hectares), there may be the potential for barren earth beneath solar arrays to be a significant source of dust for nearby receptors.

The EIS effectively explains the social and economic benefits of the proposal which includes a discussion on how local farmers and the community who will benefit from an additional source of income that is independent of agriculture. During the construction phase the EIS indicates there will be 200 staff employed with many of these drawn from the local community. The EIS reveals that construction employment is for a period of time being 18 months with the numbers employed reducing outside of this period.

Despite the company espousing a commitment to where ever possible procure from the local economy, it is felt that most of the benefits from the construction employment will not be able to be capitalised upon by the Jindera community as there is very limited temporary accommodation available. Workers will most likely be accommodated in the nearby regional centre of Albury/Wodonga.

It is advised that the proponent has had minimal engagement with Council in relation to a payment to Council of a development contribution associated with the proposed development.

Since 2012 Greater Hume Council has had a shire wide fixed development consent levy either complying with Section 94A or its replacement Section 7.12 of the Environmental Planning and Assessment Act 1979.

Council has applied the provisions of its fixed development contribution plan on more than 300 occasions irrespective whether there is an impact of the development on local infrastructure with the funds being used for provision, extension, augmentation of public amenities and public services.

Given Greater Hume Council's long standing application of a fixed development contributions levy and the impact of the development on the local community, a failure by the proponent to pay a development contribution to Council that is commensurate

with the current Greater Hume Council's Section 7.12 Development Contribution Plan 2019 would also be an adverse social outcome.

2. The proposed development will restrict the ability for Jindera to grow in the direction of the subject land

The proposed development is located approximately 1.0 kilometres from the nearest residential development in Jindera. It is advised that Jindera is enjoying a reasonable rate of growth and Council continues to undertake strategic planning activities to ensure there is sufficient land available to accommodate demand.

In terms of being suitable for development for residential purposes, some areas around Jindera are constrained due to the effects of flooding and other limitations such as the presence of native vegetation. The land in the direction of the proposed development does not appear to be as constrained as other land.

Over the next of thirty years, which is the life of the proposed development, it is possible that growth opportunities for Jindera would have been pursued in the direction of the proposed development. Given the impacts of the proposed development, it is unlikely that future residential development should be pursued in the vicinity of the proposed development which is an opportunity cost of the proposed development for both the local community and, particularly for nearby landowners who are uninvolved in the proposed development.

3. Safety concerns in relation to the proposed access route to the development

Council is concerned about the proposed transport route which approaches the site primarily from the North and has been designed to minimize the effects of the development proposal upon the Jindera township. Council's primary concern is the use of Glenellen Road which is a sealed undivided local road of 5-7 metres in width. Council believes that the construction of this road is unsuitable to safely accommodate the increased development traffic of up to 100 heavy vehicles per day and peak staff movements of 200 heavy vehicles per day.

Council believes that the entire transport route be reconsidered to approach the site from the South utilising Urana Road and Jindera-Walla Walla.

4. Loss of high quality agricultural land

Council has reviewed the Department of Planning, Industry and Environments Large Solar Energy Guidelines in which there is a discussion about the importance of site selection. Agriculture is identified as a key site constraint and the guideline refers to land meeting the following:

important agricultural lands, including Biophysical Strategic Agricultural Land (BSAL), irrigated cropping land, and land and soil capability classes 1, 2 and 3. Consideration should also be given to any significant fragmentation or displacement of existing agricultural industries and any cumulative impacts of multiple developments.

The EIS indicates that the land on which the subject development is classified as class 3 land and class 6 under the Land and Soil Capability Assessment Scheme. Perusal of the EIS reveals that 153 ha of the development footprint is situated on the Class 3 High Capability Land and 181 ha of Class 6 Low Capability Land.

Council has been advised that this land will be mapped as important agricultural land under the Riverina Murray Draft Important Agricultural Land Mapping project which also indicates it is high quality agricultural land.

Consequently, as this site is important agricultural land and contains soils classed as capability class 3, the site should be considered constrained under the Department of Planning, Industry and Environments Large Solar Energy Guidelines.

The EIS indicates that when the development is to be decommissioned underground cabling is proposed to be left in-situ when beneath a depth of 500 mm in the soil which does not align with the comments from DPI agriculture which states: *“A rehabilitation and decommissioning strategy that will ensure that the land is returned to its predevelopment state. The rehabilitation and decommissioning strategy should include the removal of all underground infrastructure to ensure all previously cropped lands and returned to their predevelopment state”* Council is of the opinion that it should be a requirement that the cabling would be removed.

Due to the loss of the high quality agricultural land, Council believes that the proposed development does derogate from the RU1 zone objectives contained in the Greater Hume Local Environment Plan 2012 which are:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To maintain the rural landscape character of the land.

5. Impacts on Native Vegetation

The EIS has undertaken very detailed studies concerning the biodiversity impacts and impacts on Aboriginal cultural heritage that will occur if the proposed development does proceed. Whilst Council is satisfied with the rigour of the assessment of these impacts, it does believe that the removal 11.4 hectares of native vegetation, 81 paddock trees demonstrates the constrained nature of the site of the proposed development.

The following traffic related recommended conditions are provided in the event of the approval of this application:

- To enhance safety Council requests further improvement treatment options for Jindera-Walla Walla Road intersection with Linder Road to be submitted to Council for consideration.
- Improvements should be undertaken to turning facilities at the intersection of Urana Road/Walla Walla Jindera Road.
- A preconstruction dilapidation study of Ortlipp and Linder Rds is to be undertaken to Councils satisfaction and these roads are both to be fully reinstated at the proponents cost to preconstruction standards and the conclusion of the construction phase.
- Road works are to be undertaken in accordance with the submitted traffic assessment.

- For assessment by Council additional design plans are required for the access points.
- Under Section 138 of the Roads Act 1993 any works occurring within the road reserve require the consent of Council as the road authority.

Should you require further information please contact Colin Kane, Director Environment & Planning, on 6044 8928 or email ckane@greaterhume.nsw.gov.au.

Yours faithfully

Colin Kane
Director Environment & Planning
GREATER HUME COUNCIL

12 November 2020

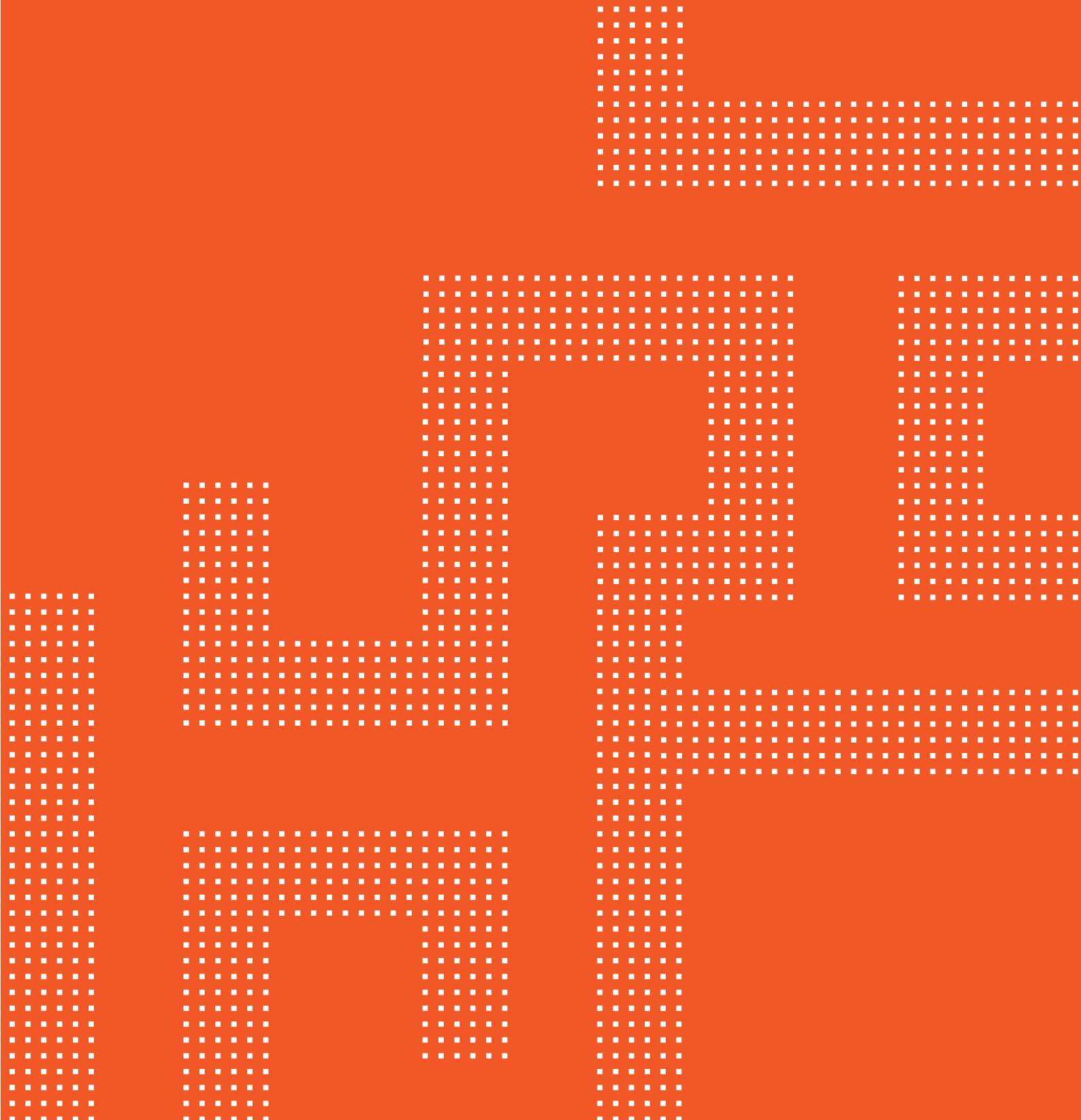
Our Ref: CK:SG

habitat planning

planning proposal

Jindera Industrial Estate Extension

November 2020





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Document Control

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- A. Consideration of State Environmental Planning Policies
- B. Consideration of Ministerial Directions
- C. Consideration of *Riverina Murray Regional Plan 2036*

Introduction

This is a planning proposal seeking an amendment to the *Greater Hume Local Environmental Plan 2012* (GHLEP) to reflect a change in the preferred future use of a parcel of land on the southern fringe of the Jindera township (see **Figure 2**). Specifically, the amendment proposes to rezone approximately 20 hectares of land on the corner of Hawthorn and Urana Roads (see **Figure 3**) from R5 Large Lot Residential to RU5 Village to provide for the future growth of the Jindera industrial estate. It also proposes to remove the Minimum Lot Size (MLS) applicable to the land. The planning proposal in fact seeks to reinstate the zoning and MLS originally applied to the land in 2012.

The land is described as the southern part of Lot 11 DP1164647 and addressed as 47 Hawthorn Road, Jindera (“the subject land”).

The planning proposal has been structured and prepared in accordance with the Department of Planning and Environment’s (DPE) *A guide to preparing planning proposals* (“the Guide”).

PART 1. Intended outcomes

The intended outcome of this planning proposal is principally to provide additional zoned land for the growth of the Jindera industrial estate. The recent increased demand for industrial land within the estate has necessitated a reconsideration as to the most appropriate development outcome for the subject land.

PART 2. Explanation of the provisions

The intended outcomes of the planning proposal will be achieved by changing the zoning of the subject land back to RU5 and removing the MLS provision.

The RU5 Village zone is a general zoning allowing for a wide range of land uses and is intended for smaller townships where differential zoning is unnecessary. The zone provides flexibility and allows Councils to consider development applications outside of the constraints of a specific zone and more on their merits. The RU5 zone allows development for the purposes of ‘General industries’ with the consent of Council.

In the case of Jindera, the area covered by the RU5 zone is supported by a Land Use Strategy that indicates where certain development should be undertaken within the town. The strategy is used as a guide by Council to avoid inappropriate development and potential land use conflicts. This strategy is included within a Development Control Plan and an extract at **Figure 1** shows the subject land annotated as ‘Industrial (future)’.

The proposal to remove the MLS provision from the subject land is to allow for industrial subdivisions to be considered on their merits. The reason for having no MLS is that the lot size requirements for industrial development vary considerably and having this flexibility allows for subdivisions to respond to specific development requirements. The zero MLS was previously applied to the subject land when the GHLEP was commenced in 2012.

Maps of the existing zoning and MLS and the proposed changes are provided in **Figures 4 & 5**.

PART 3. Justification

This section of the planning proposal sets out the justification for the intended outcomes and provisions, and the process for their implementation. The questions to which responses have been provided are taken from the Guide.

Section A. Need for the planning proposal

Q1. *Is the planning proposal a result of any strategic study or report?*

To inform the Standard Instrument-based GHLEP prepared between 2009 and 2012, Council undertook a Shire-wide *Strategic Land Use Plan* (SLUP). For Jindera, the “*strategic land use planning response*” in the SLUP to residential land use and development included:

- *consolidate town centre between Creek and Adams Streets,*
- *encourage infill commercial development,*
- ***expand Jindera Industrial Estate,***
- *ensure adequate buffers to brickworks as town grows southwards, and*
- *utilise the LEP and review the Economic Development Strategy.*

These strategies are depicted on a township structure plan for Jindera with the area around the industrial estate shown in **Figure 1**.

The planning proposal is unambiguously consistent with the strategic direction stated for the Jindera industrial estate.

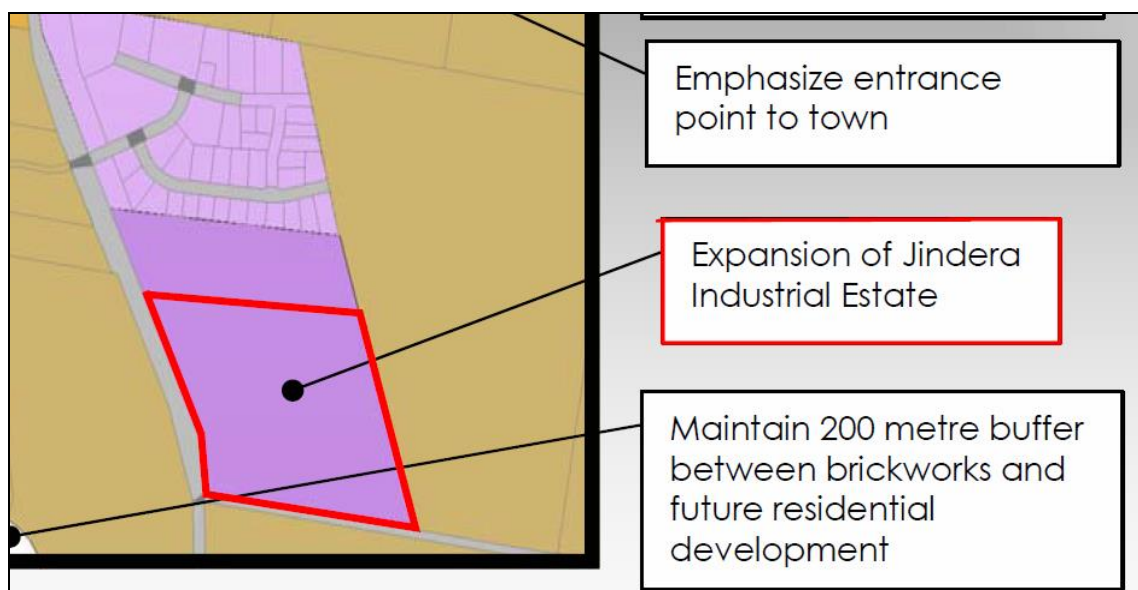


FIGURE 1: Subject land as depicted in the *Greater Hume Strategic Land Use Plan*

The industrial estate was established by Council in 1983 to attract employment to Jindera and the then Hume Shire in general. The estate originally contained 42 lots of which seven are undeveloped. There are a range of lot sizes with seven less than 2,000m² in area; 25 between 2,001 and 5,000m² and 10 in excess of 5,001m². Not all of these allotments are available for sale. To provide additional industrial land for sale Council has recently completed a 13 lot subdivision within the estate. The additional lots have been in demand and all are either sold or on hold with sales pending. A second subdivision has been approved with an additional six lots to be created. When this subdivision is completed there will be no further RU5 zoned land available for industrial development in Jindera.

A report was commissioned by Council in 2015 to analyse the industrial land market in towns around Albury-Wodonga and to specifically advise on the potential for expansion of the industrial estate. The report revealed that demand for land at the estate was soft and, on that basis, 20 hectares comprising the subject land was proposed for a change in zoning that would allow its development for low density residential purposes. Since the change to the R5 zone in 2015, Council has not taken the opportunity to develop the land for this purpose.

Q2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

There is no opportunity under the current planning regime applicable to the subject land to achieve the intended outcome.

The subject land is currently zoned R5 Large Lot Residential with a 4,000m² MLS for subdivision. 'Industries' are prohibited within the R5 zone and the current 4,000m² MLS is too limiting in the need to be able to respond to the specific requirements of industrial development and particularly, small industrial development. Unlike residential development where a MLS is appropriate to ensure the amenity of future residents is protected, this is not a critical consideration for industrial development.

Having regard for the above, a planning proposal is necessary to achieve the intended outcome.

Section B. Relationship to strategic planning framework

Q3. *Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?*

The *Riverina Murray Regional Plan 2036* (RMRP) was adopted by the NSW government in 2017. The Minister's foreword to the document states that the RMRP "*encompasses a vision, goals, directions and actions that were developed with the community and stakeholders to deliver greater prosperity for this important region.*"

An assessment of the planning proposal's consistency with the relevant objectives and actions of the RMRP is undertaken in **Attachment C**. This assessment concludes that there is no inconsistency and the planning proposal is strategically supported at the regional level.

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Council's *Local Strategic Planning Statement* (LSPS) sets out a 20-year vision for land use in the Shire and how growth and change is to be managed into the future. Planning Priority Six of the LSPS is "*Supporting our industries*" for which the rationale for Jindera is stated as:

To the south of Jindera, Council has successfully enabled this opportunity by allowing a flexible industrial precinct that is supported by Council owned utility infrastructure with strong connections into Albury. As Jindera continues to grow Council will seek to protect and investigate expansion of this area to ensure that future residential uses do not detract from its industrial function.

The LSPS states that this planning priority will be delivered by:

- *Support existing industrial land uses and precincts for freight and logistics, industry, warehousing and similar activities in locations that minimise amenity impacts.*
- *Investigate opportunities for the expansion of existing and new industrial precincts in our townships that do not impact on residents.*
- *Protect and recognise existing industrial precincts and uses to avoid any land use conflicts from future residential development*
- *Encourage the co-location of complementary industry alongside agricultural enterprises that enhance the efficiency of the agricultural land use*

A review of the GHLEP is stated in the LSPS as the means of actioning this planning priority that will involve an investigation of "*the practicalities of providing industrial zoning where appropriate. This measure will minimise the risk of land use conflict posed by noncompatible land uses being permissible development in the RU5 zone.*"

The planning proposal is consistent with this strategic direction as it responds to Council's stated intention to investigate opportunities to expand the Jindera industrial estate. Whilst the planning proposal is not directly a result of a Shire-wide review of the GHLEP, it is responding to a growing demand for industrial land in Jindera that warrants consideration now rather than wait several years for the review. The planning proposal will also remove the potential for future land use conflicts by removing R5 zone land adjacent to the industrial estate.

The *2007-2030 Strategic Land Use Plan* (SLUP) for the Shire was undertaken as a precursor to the 2012 GHLEP. As stated earlier, the SLUP supports the future use of the subject land for industrial purposes.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Attachment A provides an assessment of the planning proposal against all State Environmental Planning Policies (SEPP's). In summary, many of the SEPP's are not applicable to the Greater Hume local government area and even less are applicable to the circumstances of the planning proposal.

The assessment concludes that the planning proposal is not inconsistent with any of the relevant SEPP's.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

Section 9.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) provides for the Minister for Planning to give directions to Councils regarding the principles, aims, objectives or policies to be achieved or given effect to in the preparation of LEP's. A planning proposal needs to be consistent with the requirements of the Direction but in some instances can be inconsistent if justified using the criteria stipulated such as a Local Environmental Study or the proposal is of "*minor significance*".

An assessment of all Section 9.1 Directions is undertaken in **Attachment B**. In summary, the planning proposal is either consistent or has some minor inconsistencies with the relevant Directions. Where there is an inconsistency, it has been justified utilising the provisions within each of the Directions.

Section C. Environmental, social & economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The subject land is devoid of trees with the exception of a strip of native species that forms part of a significant vegetative buffer to Urana Road on the western side and a single planted windbreak of non-native species in the centre. It would be expected the trees along the western boundary would be retained in any future development of the subject land.

There are no known threatened species or their habitats within the subject land.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The subject land is more than 95 percent cleared of native vegetation as a result of its past and current use for agriculture. There are no watercourses other than a man-made swale drain along the western boundary. Consequently, it is considered the development of land for industrial purposes can be undertaken without any detrimental impacts on the natural environment.

There is potential for a detrimental impact on residents within the R5 zoned land on the eastern side from future industrial development on the subject land. A 20-metre wide closed road extends along the full length of the eastern boundary and will act as a buffer to ameliorate any potential impacts. In addition, the nearest dwelling external to the subject land is 150 metres away within the adjoining low-density residential estate. There are no vacant lots adjoining the subject land.

In addition, amenity protection is provided through the provisions of SEPP33 relating to potential offensive and hazardous industry as well as Chapter 3 of the GHDCP relating to controls for industrial development.

Land to the west, south and east of the subject land is zoned RU4 and therefore not incompatible with industrial development.

Q9. *Has the planning proposal adequately addressed any social and economic effects?*

There will be a positive social and economic effect for the Jindera community from the planning proposal through employment opportunities associated with future industrial development. New residents in Jindera resulting from this will increase support for both community and commercial interests in the town.

A mapped environmental heritage item is located near the Hawthorn Road frontage of the subject land. The item is an archaeological site identified as "*Hawthorn Cottage (ruin)*". There remains no evidence of the cottage but a small historic marker has been erected on the fence line indicating the location of the item. The site is actually located within a drainage reserve that runs along Urana Road and thus will not be affected by any future development.

Section D. State & Commonwealth interests

Q10. *Is there adequate public infrastructure for the planning proposal?*

The subject land will be provided with all urban infrastructure as an extension of existing infrastructure within the Jindera industrial estate.

Q11. *What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?*

No public authorities have been consulted prior to submitting the planning proposal to Council for support and subsequent request for a Gateway Determination.

It is acknowledged that the Gateway determination may specify consultation with public authorities.

PART 4. Mapping

The following maps and figures are provided in support of the planning proposal.

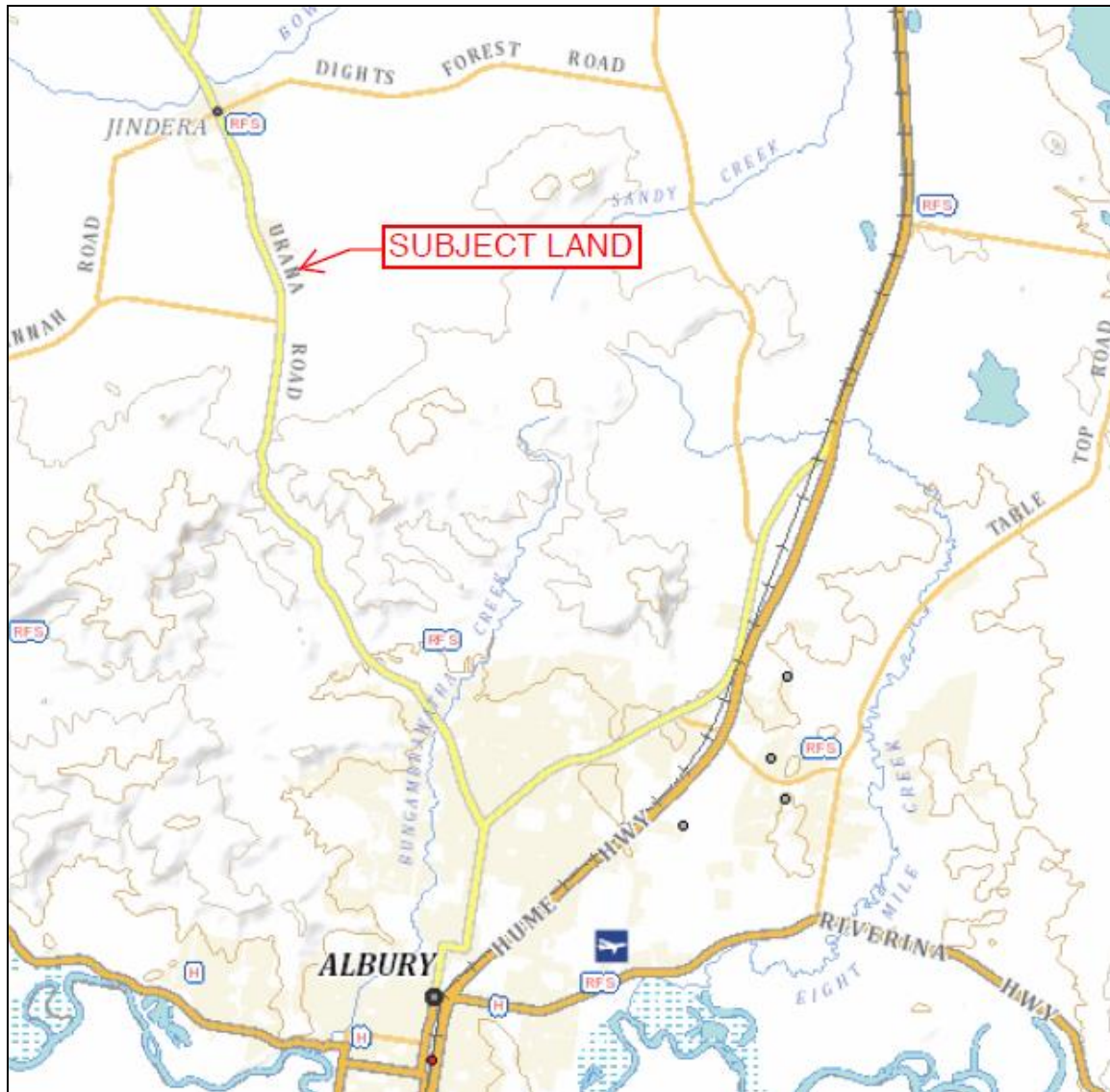


FIGURE 2: Location of subject within the context of Albury and Jindera (Source: Google Maps)



FIGURE 3: Subject land within the context of its immediate surrounds (Source: SIX Maps)

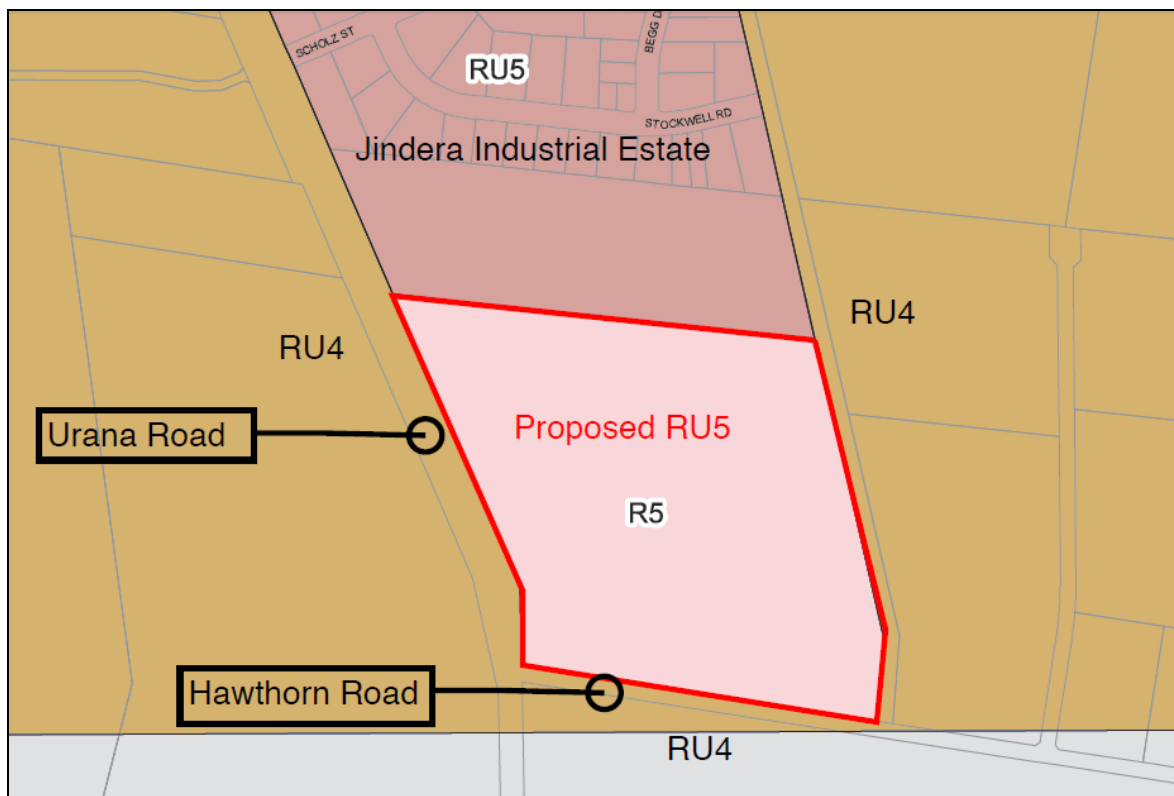


FIGURE 4: Existing and proposed zoning for subject land (Source: NSW Legislation)

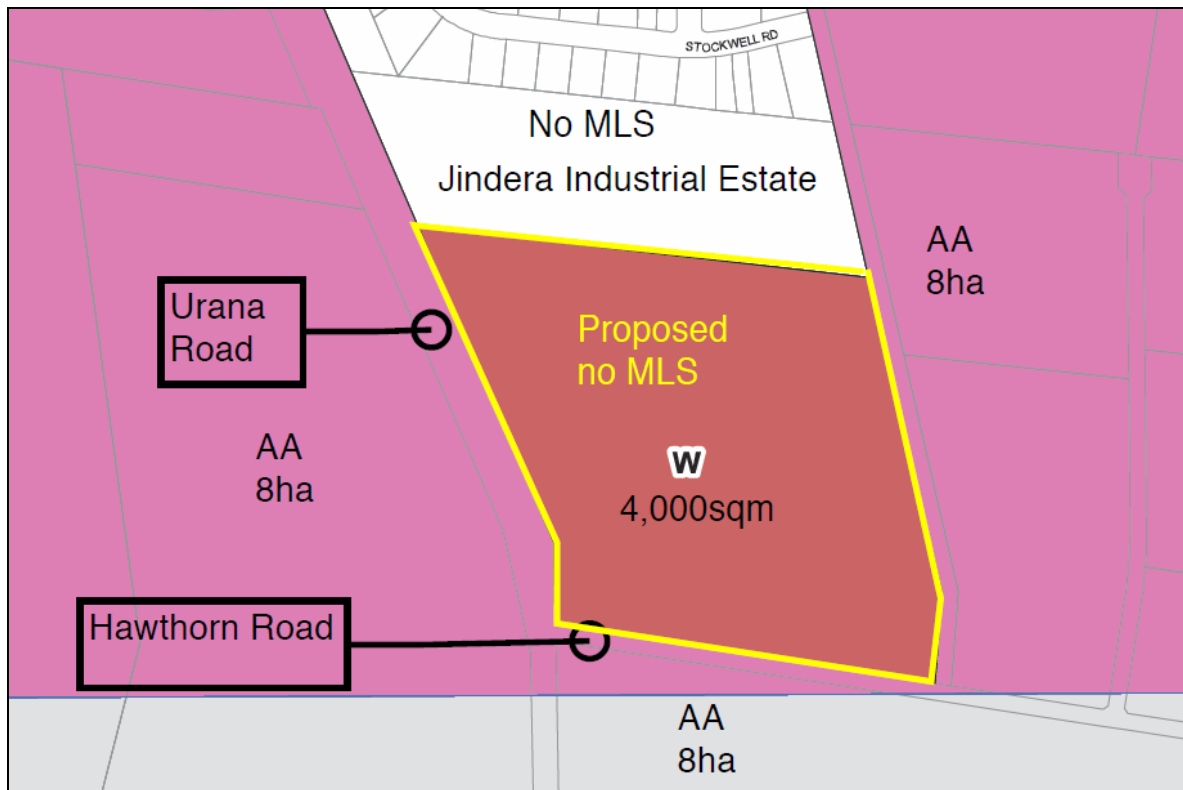


FIGURE 5: Existing and proposed minimum lot size for subject land (Source: NSW Legislation)

PART 5. Community consultation

The planning proposal will be subject to public exhibition following the Gateway process. The Gateway determination will specify the community consultation that must be undertaken for the planning proposal, if any. As such, the exact consultation requirements are not known at this stage.

This planning proposal will be exhibited for a period of 28 days in accordance with the requirements of Clause 4 in Schedule 1 of the EP&A Act and the Guide. At a minimum, the future consultation process is expected to include:

- written notification to landowners adjoining the subject land;
- consultation with relevant Government Departments and agencies, service providers and other key stakeholders, as determined in the Gateway determination;
- public notices to be provided in local media, including Councils' website;
- static displays of the planning proposal and supporting material in Council public buildings; and
- electronic copies of all documentation being made available to the community free of charge (preferably via downloads from Council's website).

At the conclusion of the public exhibition period Council staff will consider submissions made with respect to the planning proposal, undertake any alterations and prepare a report to Council.

PART 6. Project timeline

The project timeline for the planning proposal is outlined in **Table 1**. There are many factors that can influence adherence with the timeframe including the cycle of Council meetings, consequences of agency consultation (if required) and outcomes from public exhibition. Consequently, the timeframe should be regarded as indicative only.

Table 1: – Project timeline

Milestone	Date/timeframe
Anticipated commencement date (date of Gateway determination)	4 weeks following Council resolution to request Gateway determination.
Anticipated timeframe for the completion of required studies	No required studies are anticipated.
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	6 weeks from Gateway determination.
Commencement and completion dates for public exhibition period	6 weeks from Gateway determination.
Dates for public hearing (if required)	At some point within the public exhibition period.
Timeframe for consideration of submissions	2 weeks following completion of exhibition.
Timeframe for the consideration of a proposal post exhibition	4 weeks following completion of exhibition.
Anticipated date RPA will make the plan (if delegated)	To be set by Gateway determination.
Anticipated date RPA will forward to the department for notification (if delegated).	To be confirmed.

Conclusion

The planning proposal has been instigated by an increase in demand for land within the Jindera industrial estate and the need to increase supply.

In summary, the planning proposal is considered justified because:

- the current preferred strategy for future use for the subject land is industrial;
- the preferred development outcome of industry cannot be effectively achieved under the current planning regime;
- there will be a net benefit for the Jindera community;
- it is generally consistent with the broader planning framework (i.e. State provisions);
- there are no natural hazards within the subject land;
- there will no detrimental environmental effects; and
- the subject land can be provided with all urban services.

It is concluded therefore that the planning proposal has merit and is worthy of support.

Attachment A

Consistency with State Environmental Planning Policies

No.	Title	Consistency
19	Bushland in Urban Areas	Not applicable to the local government area of Greater Hume.
21	Caravan Parks	The planning proposal does not conflict with the aims, development consent requirements, number of sites being used for long term or short term residents, permissibility of moveable dwellings where caravan parks or camping grounds are also permitted, and subdivision of caravan parks for lease purposes as provided in the SEPP.
33	Hazardous & Offensive Development	The planning proposal does not conflict with the aims and provisions of this SEPP relating to the definition and process of assessing potentially hazardous and offensive industry.
36	Manufactured Home Estate	The planning proposal does not conflict with the aims, strategies, development consent, assessment and location provisions as provided in the SEPP.
47	Moore Park Showground	Not applicable to the local government area of Greater Hume.
50	Canal Estate Development	The planning proposal does not conflict with the aims and canal estate development prohibitions as provided in the SEPP.
55	Remediation of Land	Clause 7 of this SEPP requires Council to consider whether the subject land is potentially contaminated. All areas included in the planning proposal are rural land upon which there is no visual or known historical evidence of activities that suggest potential land contamination. Consequently, further investigation under the provisions of this SEPP is not required.
64	Advertising & Signage	The planning proposal does not conflict with the aims, development consent requirements and assessment criteria for advertising and signage as provided in the SEPP.
65	Design Quality of Residential Flat Development	The planning proposal does not conflict with the aims, development consent, assessment, information and notification requirements as provided in the SEPP.
70	Affordable Housing (Revised Schemes)	The planning proposal does not conflict with the aims and functions of this SEPP as changes do not discriminate against the provision of affordable housing.
	Aboriginal Land 2019	The subject land is not identified on the Land Application Map for this SEPP, hence it is not applicable to the planning proposal.
	Activation Precincts 2020	The subject land is not located within an Activation Precinct.
	Affordable Rental Housing 2009	The planning proposal does not conflict with the aims and functions of this SEPP as changes do not discriminate against the provision of affordable housing (and consequently affordable rental housing). The GHLEP cannot influence the provision of rental housing.
	Building Sustainability Index (BASIX) 2004	The planning proposal does not conflict with the aims and development consent requirements relating to BASIX affected building(s) that seeks to reduce water consumption, greenhouse gas emissions and improve thermal performance as provided in the SEPP.
	Coastal Management 2018	Not applicable to the local government area of Greater Hume.

No.	Title	Consistency
	Concurrences and consents 2018	Not applicable.
	Educational Establishments & Child Care Facilities 2017	The planning proposal does not conflict with the aims, permissibility, development assessment requirements relating to educational establishments and childcare facilities as provided in the SEPP.
	Exempt & Complying Development Codes 2008	The planning proposal does not conflict with the aims and functions of this SEPP with respect to exempt and complying development provisions.
	Gosford City Centre 2018	Not applicable to the local government area of Greater Hume.
	Housing for Seniors & People with a Disability 2004	The planning proposal does not conflict with the aims, development consent, location, design, development standards, service, assessment, and information requirements as provided in the SEPP.
	Infrastructure 2007	The planning proposal does not conflict with the aims, permissibility, development consent, assessment and consultation requirements, capacity to undertake additional uses, adjacent, exempt and complying development provisions as provided in the SEPP.
	Koala Habitat Protection 2019	Greater Hume is one of the Councils to which this SEPP applies, however the subject land is not located within the Koala Development Application Map. Consequently, Council is not prevented from granting consent to development as long as it satisfied that the land is not 'core koala habitat'. Having regard for the history of the subject land, its current circumstances and lack of any koala sitings in the area; it is not considered to represent 'core koala habitat'.
	Kosciuszko National Park – Alpine Resorts 2007	Not applicable to the local government area of Greater Hume.
	Kurnell Peninsula 1989	Not applicable to the local government area of Greater Hume.
	Major Infrastructure Corridors	The subject land is not within a Major Infrastructure Corridor.
	Mining, Petroleum Production & Extractive Industries 2007	The planning proposal does not conflict with the aims, permissibility, development assessment requirements relating to mining, petroleum production and extractive industries as provided in the SEPP.
	Murray Regional Environmental Plan No. 2 – Riverine Land	The subject land is not within the area to which MREP2 applies.
	Penrith Lakes Scheme 1989	Not applicable to the local government area of Greater Hume.
	Primary Production & Rural Development 2019	Not applicable as the subject land is not identified as state significant agricultural land and does not propose any artificial waterbodies.
	State & Regional Development 2011	Not applicable as the planning proposal is not for State significant development.
	State Significant Precincts	Not applicable as the subject land is not within a State significant precinct.

No.	Title	Consistency
	Sydney Drinking Water Catchment 2011	Not applicable to the local government area of Greater Hume.
	Sydney Region Growth Centres 2006	Not applicable to the local government area of Greater Hume.
	Three Ports 2013	Not applicable to the local government area of Greater Hume.
	Urban Renewal 2010	Not applicable as the subject land is not within a nominated urban renewal precinct.
	Vegetation in Non-Rural Areas 2017	This SEPP is relevant as it applies to the RU5 zone. The provisions of the SEPP will be relevant if trees are proposed to be removed as part of future development. This consideration would be made as part of a development application and does not preclude the proposed zoning of the land.
	Western Sydney Aerotropolis 2020	Not applicable to the local government area of Greater Hume.
	Western Sydney Employment Area 2009	Not applicable to the local government area of Greater Hume.
	Western Sydney Parklands 2009	Not applicable to the local government area of Greater Hume.

Attachment B

Consistency with Ministerial Directions

No.	Title	Consistency
1. Employment & Resources		
1.1	Business & Industrial Zones	Not applicable as the planning proposal does not involve business or industrial zones.
1.2	Rural Zones	Not applicable as the planning proposal does affect land within an existing or proposed rural zone.
1.3	Mining, Petroleum Production & Extractive Industries	Not applicable as the planning proposal does not impact on mining.
1.4	Oyster Aquaculture	Not applicable as the subject land is not within a Priority Oyster Aquaculture Area.
1.5	Rural Lands	Not applicable as the planning proposal does affect land within an existing or proposed rural or environment protection zone.
2. Environment & Heritage		
2.1	Environment Protection Zones	<p>This Direction requires consideration because it applies to all planning proposals.</p> <p>The narrow strip of land along the western boundary of the subject land is mapped as “<i>biodiversity</i>” on the Terrestrial Biodiversity Map (Sheet BIO_002) of the GHLEP. This land is considered to be “<i>environmentally sensitive</i>” and consequently this Direction is relevant to the planning proposal.</p> <p>The planning proposal is not inconsistent with this Direction as it does “<i>not reduce the environmental protection standards that apply to the land</i>”. This is a reference to Clause 6.2 of the GHLEP relating to Terrestrial biodiversity. Whilst the planning proposal itself does not “<i>include provisions that facilitate the protection and conservation of environmentally sensitive areas</i>”, this departure is considered to be of “minor significance” and no further interrogation is required.</p>
2.2	Coastal Protection	Not applicable as the subject land is not within a coastal zone.
2.3	Heritage Conservation	<p>This Direction requires consideration because it applies to all planning proposals.</p> <p>At the southern boundary of the subject land there is an archaeological site identified as “<i>Hawthorn Cottage (ruin)</i>”. The site is mapped as A3 on the Heritage Map (HER_002C) in the GHLEP. It is noted that the ruin has since been removed and a mounted plaque installed to mark the site.</p> <p>The planning proposal itself does not contain provisions that facilitate the conservation of heritage items and is therefore inconsistent with this Direction. However, this inconsistency is justified because “<i>the environmental or indigenous heritage significance of the item, area, object or place is conserved by existing or draft environmental planning instruments, legislation, or regulations that apply to the land</i>” i.e. the archaeological item is identified and ‘protected’ by Clause 5.10 of the GHLEP relating to Heritage conservation.</p>

2.4	Recreation Vehicle Areas	<p>This Direction requires consideration because it applies to all planning proposals.</p> <p>The planning proposal is consistent with the Direction because it does not advocate the designation of the subject land as a recreation vehicle area pursuant to an order in force under section 11 (1) of the <i>Recreation Vehicles Act 1983</i>.</p>
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs.	Not applicable.
3. Housing Infrastructure & Urban Development		
3.1	Residential Zones	<p>This Direction is relevant because the planning proposal affects land in an existing residential zone (R5).</p> <p>As the planning proposal is advocating for the removal of a residential zone, the requirements of the Direction are not relevant.</p>
3.2	Caravan Parks & Manufactured Home Estates	<p>This Direction requires consideration because it applies to all planning proposals.</p> <p>The planning proposal is consistent with this Direction because the RU5 zone provides for caravan parks whereas they are prohibited in the R5 zone.</p>
3.3	Home Occupations	<p>This Direction requires consideration because it applies to all planning proposals.</p> <p>The planning proposal will not prevent future dwellings being used for 'home occupations' and hence is consistent with this Direction, notwithstanding that the purpose of the RU5 zone in this instance is to provide for industrial development.</p>
3.4	Integrating Land Use and Transport	<p>This Direction is relevant because the planning proposal is creating an urban zone.</p> <p>The planning proposal will facilitate industrial development on an urban scale and within the township Jindera. Town facilities are available in close proximity within the township. Having regard for these circumstances, the planning proposal is considered consistent with this Direction.</p>
3.5	Development Near Licensed Aerodromes	Not applicable as the subject land is not in the vicinity of a licensed aerodrome.
3.6	Shooting Ranges	Not applicable as the subject land is not in the vicinity of a shooting range.
4. Hazard & Risk		
4.1	Acid Sulphate Soils	Not applicable as the subject land does not contain acid sulphate soils.
4.2	Mine Subsidence & Unstable Land	Not applicable as the subject land is not within a Mine Subsistence District.
4.3	Flood Prone Land	Not applicable as the subject land is not mapped as flood prone.
4.4	Planning for Bushfire Protection	Not applicable as the subject land is not mapped as bushfire prone.
5. Regional Planning		
5.1	Implementation of Regional Strategies	Revoked in 2017.

5.2	Sydney Drinking Water Catchment	Not applicable as the subject land is not within the Sydney Drinking Water Catchment.
5.3	Farmland of State & Regional Significance on the NSW Far North Coast	Not applicable as the subject land is not within one of the local government areas nominated in this Direction.
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable as the subject land is not near the Pacific Highway.
5.5	Development in the Vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	Revoked in 2010.
5.6	Sydney to Canberra Corridor	Revoked in 2008.
5.7	Central Coast	Revoked in 2008.
5.8	Second Sydney Airport: Badgerys Creek	Not applicable as none of the lots are near the site for a second Sydney airport.
5.9	North West Rail Link Corridor Strategy	Not applicable as the subject land is not near this corridor.
5.10	Implementation of Regional Plans	This Direction requires consideration because it applies to all planning proposals. The planning proposal complies with this Direction because it is not inconsistent with the <i>Riverina Murray Regional Plan 2036</i> (see Attachment C).
6.	Local Plan Making	
6.1	Approval and Referral Requirements	This Direction requires consideration because it applies to all planning proposals. The planning proposal is consistent with this Direction because it does not propose any referral requirements or nominate any development as 'designated development'.
6.2	Reserving Land for Public Purposes	This Direction requires consideration because it applies to all planning proposals. The planning proposal is consistent with this Direction because it does not remove or propose any public land.
6.3	Site Specific Provisions	Not applicable as the proposal does not propose any site-specific provisions.
7.	Metropolitan Planning	None of Directions 7.1 to 7.12 are applicable as the subject land is not located within any of the areas to which they apply.

Attachment C

Consistency with the Riverina-Murray Regional
Plan 2036

Goal, Direction & Action Title	Relevance to the planning proposal	Consistency
Goal 1 – A growing and diverse economy		
Direction 1 – Protect the region's diverse and productive agricultural land.	Not applicable as the planning proposal does not relate to land zoned RU1.	
Direction 2 – Promote and grow the agribusiness sector.	Not applicable, as the proposal does not relate to or affect agribusiness.	N/A
Direction 3 – Expand advanced and value-added manufacturing.	Not applicable, as the proposal does not relate to or affect value-added manufacturing.	N/A
Direction 4 – Promote business activities in industrial and commercial areas.	Not applicable, as the proposal does not relate to or affect business activities.	N/A
Direction 5 – Support the growth of the health and aged care sectors.	Not applicable, as the proposal does not relate to or affect the health and aged care sectors.	N/A
Direction 6 – Promote the expansion of education and training opportunities.	Not applicable, as the proposal does not relate to or affect education or training.	N/A
Direction 7 – Promote tourism opportunities.	Not applicable, as the proposal does not relate to or affect tourism.	N/A
Direction 8 – Enhance the economic self-determination of Aboriginal communities.	Not applicable, as the proposal does not relate to or affect Aboriginal communities.	N/A
Direction 9 – Support the forestry industry.	Not applicable, as the proposal does not relate to or affect forestry.	N/A
Direction 10 – Sustainably manage water resources for economic opportunities.	Not applicable as the proposal does not relate to or affect water resources.	N/A

Direction 11 – Promote the diversification of energy supplies through renewable energy generation.	Not applicable as the proposal does not relate to or affect energy supplies.	N/A
Direction 12 – Sustainably manage mineral resources.	Not applicable, as the subject land is not known to contain any significant mineral resources.	N/A
Goal 2 – A healthy environment with pristine waterways		
Direction 13 – Manage and conserve water resources for the environment.	Not applicable, as the subject land is not known to contain any water resources.	N/A
Direction 14 – Manage land uses along key river corridors.	Not applicable as the subject land is not located within a key river corridor such as the Murray River.	N/A
Direction 15 – Protect and manage the region's many environmental assets.	Not applicable as the subject land has no environmental assets within the context of this Direction.	N/A
Direction 16 – Increase resilience to natural hazards and climate change.	Not applicable as the subject land is not flood or bush fire prone.	
Goal 3 – Efficient transport and infrastructure networks		
Direction 17 – Transform the region into the eastern seaboard's freight and logistics hub.	Not relevant, as the proposal does not relate to or affect industry or freight.	N/A
Direction 18 – Enhance road and rail freight links.	Not relevant, as the proposal does not relate to or affect freight.	N/A
Direction 19 – Support and protect ongoing access to air travel.	Not relevant, as the proposal will not affect air travel.	N/A
Direction 20 – Identify and protect future transport corridors.	Not relevant to the subject proposal.	N/A

Direction 21 – Align and protect utility infrastructure investment.	Relevant as the proposal will result in vacant land being developed.	All land proposed for the RU5 zone can be provided with the urban infrastructure servicing Jindera.
Goal 4 – Strong, connected and healthy communities		
Direction 22 – Promote the growth of regional cities and local centres.	Relevant because the proposal affects land within the Jindera township.	The planning proposal will support and promote the growth of Jindera by making available additional land for industrial development.
Direction 23 – Build resilience in towns and villages.	Relevant because the proposal affects land within the Jindera township.	By providing additional land for industrial development as a result of the planning proposal, the population of Jindera will be increased, and this builds resilience.
Direction 24 – Create a connected and competitive environment for cross-border communities.	Not relevant as Culcairn is not a border town.	N/A
Direction 25 – Build housing capacity to meet demand.	Not applicable as the proposal is not creating the opportunity for residential development.	N/A
Direction 26 – Provide greater housing choice.	Not applicable as the proposal is not creating the opportunity for residential development.	N/A
Direction 27 – Manage rural residential development.	Relevant because the land in the planning proposal is being removed from the R5 zone.	Whilst the planning proposal will result in a reduction of R5 zoned land in Jindera, the subject land was not ideally positioned to avoid potential land use conflicts with the existing Jindera industrial estate. In addition, Council is in the midst of preparing a Residential Land Use Strategy for Jindera that is likely to identify new sites as suitable for the R5 zone.
Direction 28 – Deliver healthy built environments and improved urban design.	Not applicable as the rezoning in itself does not influence urban design.	N/A
Direction 29 – Protect the region’s Aboriginal and historic heritage.	Relevant because all development on ‘greenfields’ land should consider the prospect of Aboriginal artefacts being present.	All future development will be subject to the ‘due diligence’ process for ascertaining the likelihood or otherwise of Aboriginal artefacts being present. This process assists in the protection Aboriginal heritage.

Stakeholder Engagement Policy

Document Name	Document Version Number	Review Date
Stakeholder Engagement Policy	1.0.1	November 2023
Minute Number	Status	
	Re Adopted, No Alterations	

Purpose

The purpose of the Stakeholder Engagement Policy is to identify the stakeholders and the level and type of engagement required for effective communication and decision making for all projects and changes to service delivery.

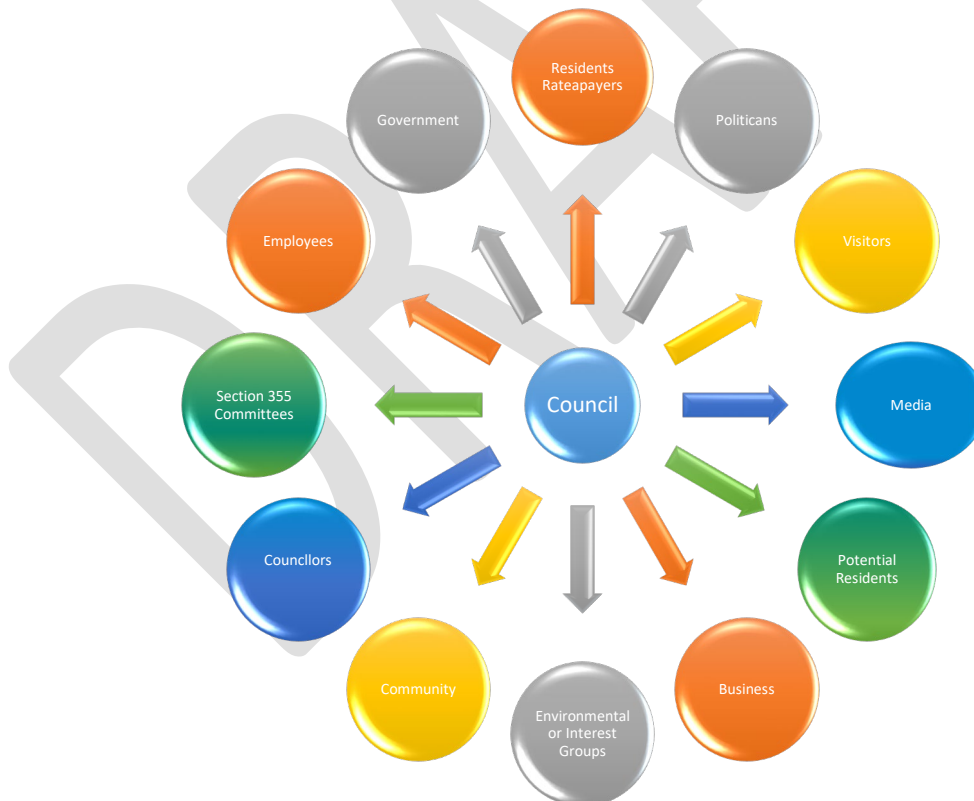
Scope

All project leaders and service managers are to use this policy when planning works, special projects, major events and any change that may impact potential stakeholders (internal and external stakeholders).

Definitions

Stakeholder Any person or group that may have an interest or stake in the planning and impacted by the outcome of the activity or change.

Stakeholder Diagram



Stakeholder Engagement Policy

Policy Content

Greater Hume Council aims to deliver projects, and services in the optimum way to ensure that these are well planned, have considered all relevant information and the stakeholders are informed and have the opportunity to be engaged as appropriate.

Greater Hume Council values the input of our stakeholders as this leads to better decision making. The level and type of input will vary according to the circumstances of the project/works. Greater Hume Council acknowledges this will add time and cost to a project and that appropriate staff resourcing will be required. However, the benefits of well executed planned projects will lead to improved community satisfaction levels.

All project planning will have a stakeholder engagement plan. Projects that meet the criteria outlined in the procedure will require a Community Engagement Toolkit (CET) to be prepared.

The procedure will outline the minimum standard required for different levels of projects. The procedure will be revised as a result of evaluating projects and services with the aim of continuous improvement.

Key check points regarding stakeholder engagement will be incorporated into the project/service change approval process.

All relevant staff will undertake training to ensure understanding of the policy and the procedure.

All relevant position descriptions will include responsibilities for stakeholder engagement.

Links to Policy

Media Policy
Communications Policy
Social Media Policy

Links to Procedure

Stakeholder Engagement Procedure

Links to Forms

Insert Content

References

Insert Content

Responsibility

MANEX

- Ensure appropriate resourcing
- Approve the procedure
- Monitor the implementation of the policy and procedure
- Identify champions across the organisation

Directors

- Ensure all projects and service delivery changes within their directorate use the criteria for determining stakeholder engagement and prepare a CET when required in accordance with the policy and procedure.

Stakeholder Engagement Policy

Project leaders

As part of the planning for projects and service delivery changes, prepare and implement an engagement plan in accordance with this policy and procedure

Executive Assistant Governance Economic Development

- Revise policy and procedure as required
- Co-ordinate training and awareness
- Provide support to project leaders particularly in the early phase of implementation of this policy and procedure. This responsibility does not include preparing the actual engagement plans on behalf of the project leader.
- Create a resource library for existing and new staff (including examples of stakeholder engagement plans, standard letters and templates, social media posts).

Document Author

Executive Assistant Governance Economic Development

Relevant Legislation

Local Government Act 1993

Environmental Planning and Assessment Act 1979

Disability Inclusion Act 2014

Privacy and Personal Information Act 1988

Associated Records

Communications Strategy and Implementation Plan

Community Engagement Strategy

Disability Inclusion Action Plan

Local Disaster Plan

Stakeholder Engagement Procedure

1. Purpose

The purpose of the Stakeholder Engagement Procedure is to provide project leaders and service managers with a procedure to assist them to develop relevant and timely engagement for works, special projects, major events and any change to services that may impact on stakeholders.

2. Scope

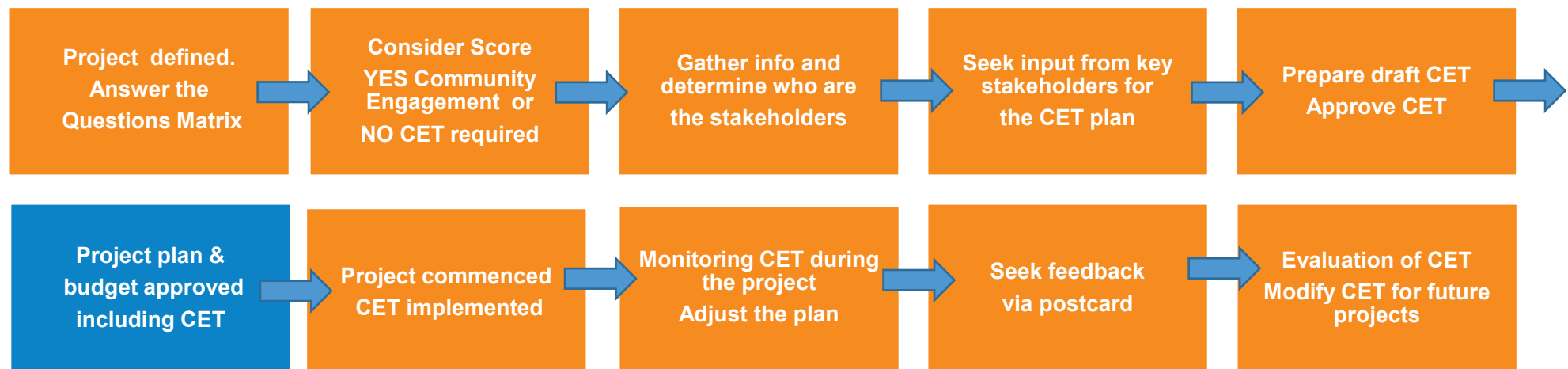
This procedure applies to all project leaders and service managers.

3. Definitions

Stakeholder Any person or group that may have an interest or stake in the planning and impacted by the outcome of the activity or change.

4. Responsibility

Project leaders and service managers. Below is a snapshot of the key elements of the Stakeholder Engagement Procedure.



5. Procedure Instruction

Step 1

Read the Stakeholder Engagement Policy.

Please list all the individuals and groups potentially affected by this project/program (ie the stakeholders). Consider each of these stakeholders as you answer the questions in Step 2.

Step 2

Please answer the following **Questions Matrix** and add up the total score.

Title of Project Albury Street Asphalt Project (Example)

Please indicate either 1 – 5 from the scale below:

1	2	3	4	5
Not applicable to my project	No	I don't know	Maybe	Yes

Question		Response from scale Example	Comment
1	Do you need to understand the community's needs and/or ideas?	Yes 5	
2	Does the project/program have the potential to impact on Council's reputation, positively or negatively?	Yes 5	
3	Is there a potential for community interest?	No 2	
4	Has this issue/project been controversial in the past?	Yes 5	
5	Does this issue or physical location have a history or sensitivity?	No 2	
6	Is there a likelihood of a particular group being interested in the matter?	No 2	
7	Is there a potential impact on vulnerable or minority groups?	No 2	Access to businesses/shops may be an issue for wheelchair/mobility scooters during the project works
8	Is there a regulatory requirement for community engagement on this matter?	No 2	
9	Does the project/program have potential financial implications that may impact on stakeholders ?	Maybe 4	Financial impact short term
11	Does the project/program have potential financial implications that may impact on Council ?	Maybe 4	
12	Is there potential disruption for stakeholders?	Maybe 4	Short-term but important that businesses and directly impacted residents are informed of restricted access during asphalt time frame and

Question		Response from scale Example	Comment
			staging. Alternatives provided.
13	Is there potential for stakeholders to perceive that they will be disadvantaged by this project/initiative?	Maybe 4	
14	Will stakeholders have additional obligations/responsibilities as a result of this project/initiative?	No 2	
15	Is there political interest at local, state or federal level?	No 2	
16	Has there been media or community interest in the past 5 years? (check with Director or GM)	1	
17	Is there a key motivational driver for this project? (person)	1	<i>If yes, name of person</i>
18	Will the project impact the work flow of other staff/other departments	Yes 5	CS Staff need to be well informed
19	Other staff may have information that will ensure the project plan is complete and ensure a successful outcome	No 2	
TOTAL		Score 52	
Note: does the project meet the criteria for an Office Local Government (OLG) Capital Expenditure review? (cost is > 10% of annual rates revenue)		If yes, the OLG requires evidence of community engagement, regardless of score above.	

Step 3

Discuss your responses to the table above with an IAP2 trained staff member (Executive Assistant Governance/Economic Development) to determine whether community engagement may be required, and if so, the level of engagement necessary (as identified through the IAP2 Spectrum of Public Participation located at the end of this document).

SCORE	ACTION
< 40	Consider any questions that scored a '5', and assess level of engagement required, (consult IAP2 Spectrum of Public Participation). Present your responses to Step 1, 2 and 3 to your Director for sign off, action and/or filing in Infxpert.
40 – 50	Community engagement may be required. Consider any questions that scored a '5', and assess level of engagement required (consult IAP2 Spectrum of Public Participation). Discuss with IAP2 trained staff member to determine engagement type.
50+	Community engagement is required. Discuss with IAP2 trained staff member to determine engagement type. Provide this recommendation to your Director for approval. Use Community Engagement Toolkit (CET) [example in this procedure] to develop your plan.

Step 4

Prepare **Community Engagement Toolkit (CET)** for the project with the support of a trained IAP2 officer.

A community engagement toolkit (CET) may consist of a documented action list or a plan using the IAP2 template suite.

The templates or action list can be tailored to each project type (e.g. asphaltting/planned Council event/culvert replacement/ tree removal/major road project/special rate variation/change to level of service ie waste or water supply, etc.). Completed CET's will be available to view and download via Infoxpert File Draft CET must include a budget and have been reviewed by the Executive Assistant Governance/Economic Development.

Step 5

The final CET is to be signed off by the relevant Director. The document should be uploaded to Infoxpert. The Director is to determine if the CET is to go to MANEX or Council.

If the plan is adopted by Council, it must include use of the 'Have Your Say' feedback tool on Council's website, as one of the consultation techniques.

Step 6

If a significant change in strategy or budget occurs, a revised CET may be required.

Step 7

Community engagement activities undertaken must be evaluated. This is best completed directly after the consultation has been undertaken. Council's feedback postcard is attached to this procedure.

IAP 2 Spectrum of Public Participation (*adapted from the IAP2 training manuals*)


Each community engagement plan (CET) will determine where on the spectrum the engagement is to occur for each stage of the process.

	Inform	Consult	Involve	Collaborate	Empower
Public participation type	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis, alternatives and/or decisions	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution	To place final decision-making in the hands of the public.
Promise to the public	We will keep you informed	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide
Example techniques for the engagement with the community	<ul style="list-style-type: none"> • Fact sheets • Web site • Open house • Public notice • Exhibition • A story in Your News (community newsletter) • Email • Updates to subscribers 	<ul style="list-style-type: none"> • Invite public comment • Focus groups • Surveys • Public meetings • Community information and feedback sessions 	<ul style="list-style-type: none"> • Workshops • Community needs analysis • Strategic questioning 	<ul style="list-style-type: none"> • Citizen advisory committees • Participatory decision-making 	<ul style="list-style-type: none"> • Delegated decision • Local Government elections

CET example see annexure

Feedback Postcard

Are we meeting your expectations?



We value your opinion of how we have communicated and engaged with you and your community on this project.

We'd appreciate it if you could take a short moment to provide us with some feedback on how we're doing. Please indicate how you think we've performed in the following areas:

1. Have we provided you with sufficient information regarding this project?

1	2	3	4	5
Very Poor		Ok		Excellent

2. Have we answered and/or responded to your questions regarding the the project?

1	2	3	4	5
Very Poor		Ok		Excellent

3. To what extent do you believe we are considering community interests as part of our decision making in relation to this project?

1	2	3	4	5
Very Poor		Ok		Excellent

Project Name: **Albury Street Asphaltting**

Comments/anything else you'd like to add?

Optional Follow Up:
If you'd like to speak with us about any of your feedback, please let us know the best number to contact you on.

Name: _____

Contact Number: _____

6. Training

Insert Content

7. Links to Policy

Communications Policy

8. Links to Other Procedures

Insert Content

9. Links to Forms

Community Engagement Toolkit (CET)

10. References

Insert Content

11. Relevant Legislation

Insert Content

12. Associated Records

Insert Content



Community Engagement Toolkit (CET)

Prepared February 2018

Section	Description
PROJECT TITLE	Albury Street Asphalt Project Tender through local government procurement
PROJECT RESPONSIBLE OFFICER	Greg Blackie – Director Engineering
PROJECT TEAM MEMBERS	Council – Engineering Staff: Phil McDonald – Ken Thompson Other (Community Engagement) Marg Killalea Contractor – Downer EDI – Dwayne Hartwick
CET CREATED BY	Marg Killalea – Executive Assistant Governance and Economic Development
INITIATIVE ALIGNS TO DELIVERY PROGRAM	CSP Theme 4 Good Infrastructure and Facilities. Outcome 4.1 Infrastructure and facilities meet the needs of our communities.
DISABILITY INCLUSION ACTION PLAN (DIAP)	Compliant with principals of Universal Design and and Continuous Accessible Path and Travel (CAPT), p23.
PROJECT PURPOSE	The purpose of this project is to resurface Albury Street, Holbrook as Council resumes the ownership of the roadway (former highway). The project is being funded by NSW Government as a result of the Hume Highway bypassing Holbrook.
PROJECT OUTCOME	Bitumen resurfacing along entire length (2km), some sections kerb to kerb, other sections travel lanes only to a width of 8 metres. Linemarking.
PROJECT TIMEFRAME	Two weeks from 18 February. Linemarking target completion two weeks later.
STAKEHOLDER ANALYSIS	<p>Direct Impact Stakeholders</p> <ul style="list-style-type: none"> Albury Street landlords, business proprietors, residents, motel operators Residents, travelling public and local businesses, and local motorists Public including community members with a disability Contractor (Downer EDI) Council <p>Advocacy</p> <ul style="list-style-type: none"> Council staff and councillors Business proprietors/landlords/tenants Police/Hospital/2 primary schools/Ambulance Services/School Bus Service operators – Hibbersons/Kanes/Papworth Bus Companies.
TARGETS FOR ENGAGEMENT	Target Group 1 – those businesses, landlords, tenants, residents accessing their properties. Impacts to accessing property will be short term. Target Group 2 – freight deliveries, police/ambulance, local residents and visitors accessing the retail precinct of Albury St/schools/hospital route during the works program
ISSUES IDENTIFIED	<ul style="list-style-type: none"> Businesses are concerned about the short term impact caused by restricted access during the project. Want Council to take steps to

Section	Description	
	<p>minimise the impacts to their daily customers and turn over while contractor is in immediate location, e.g. Use of VMS boards/park here signage.</p> <ul style="list-style-type: none"> • Motorists need to park somewhere in the vicinity of the project works. Signs to direct. • School bus operators getting access to pick up and drop off locations in the street. 	
LEVELS OF ENGAGEMENT FOR THIS PLAN	Level 1 – Inform – business owners, landlords, retailers and residents of Holbrook.	
DESCRIPTION AND DELIVERABLES	<p>Warm Up Article placed January issue of Holbrook Happenings (HH) Letterbox drop to all businesses and residents of Albury Street undertaken Thursday/Friday 1-2 Feb Follow up email to business database issued Monday 6 Feb. Briefing session by Council and contractor held Tuesday, 7 Feb. A total of 30 attended. Names gathered to create contact list created including emails for those who attended for any follow up emails. Community Engagement Guide (CEG) developed and inserted into HH distributed 14 Feb. Ensure mobile numbers are included on CEG for residents/businesses to make contact if needed. CEG distributed to hospital, police, ambulance, public school, St Patricks School, bus companies via email. Update on project including key dates to be distributed Thursday, 22 Feb to contact list and Holbrook business database.</p> <p>Copies of collatorals attached.</p>	
For ISSUES DURING PROJECT	Process for handling complaints on the project	<p>Minor complaints go to Ken or Phil, or contractor. Major complaints should be directed to Director Engineering.</p>
MONITORING AND EVALUATION	<p>Monitoring of the contractor's works schedule. This project incurred a one week delay (outside of Council's control)</p> <p>Issue Community Feedback Postcard to Albury Street businesses and residents at the completion of the project works. FIRST WEEK MARCH. Email the postcard to the Contact List inviting feedback about how Council engaged the community regarding the project.</p>	<p>Community Engagement Update – Program Update issued 22 Feb</p> <p>Any postcards need to be returned to Marg Killalea, for entering into Community Engagement Feedback database.</p>



Albury Street Asphalt Work



Bitumen resurfacing of Albury Street, Holbrook will be undertaken during the second half of February. The work is expected to be completed within two weeks.

This work is being funded by the NSW Government as a result of the Hume Highway by passing Holbrook and the subsequent handing over of the maintenance responsibility and ownership of Albury Street to Greater Hume Council.

The work will be conducted through a contract that has been awarded to Downer EDI after a quotation process. The contract has been awarded for \$852,916. The project will involve milling of the existing bitumen surface, placement of geofabric seal and then replacement asphalt placed to 40 mm. The work to be completed over a two week period between February and March 2018 with the actual date of start likely to be Sunday, 18 February (to be confirmed and subject to weather conditions). Fresh linemarking will be applied a few weeks after completion of the asphalt.

An Information Session on Wednesday, 7 February from 5pm will be held at Holbrook Library Complex. All Holbrook business operators and interested residents are encouraged to attend. More detailed information will be supplied at the meeting.

Council and the contractor aim to minimise any inconvenience to business operators and residents during the works.

Got Questions Now? Please contact Manager Works, Phil McDonald M 0429 120 083 or Ken Thompson M 0438 777 433.

Important Reminder

**Information Session
5.00 pm Wednesday, 7 February
Holbrook Library**

Come along & be informed

All welcome



Greater
Hume
Council

greaterhume.nsw.gov.au

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An Information Session on Wednesday, 7 February from 5pm will be held at Holbrook Library Complex. All Holbrook business operators and interested residents are encouraged to attend. More detailed information will be supplied at the meeting.

Council and the contractor aim to minimise any inconvenience to business operators and residents during the works.

Got Questions Now? Please contact Manager Works, Phil McDonald M 0429 120 083 or Ken Thompson M 0438 777 433.



Greater
Hume
Council

Community Engagement Guide

Summer 2018

Project: **Albury Street Asphalt Project**



Bitumen resurfacing of Albury Street, Holbrook will be undertaken during the second half of February. The work is expected to be completed within two weeks.

This work is being funded by the NSW Government as a result of the Hume Highway bypassing Holbrook and the subsequent handing over of the maintenance responsibility and ownership of Albury Street to Greater Hume Council.

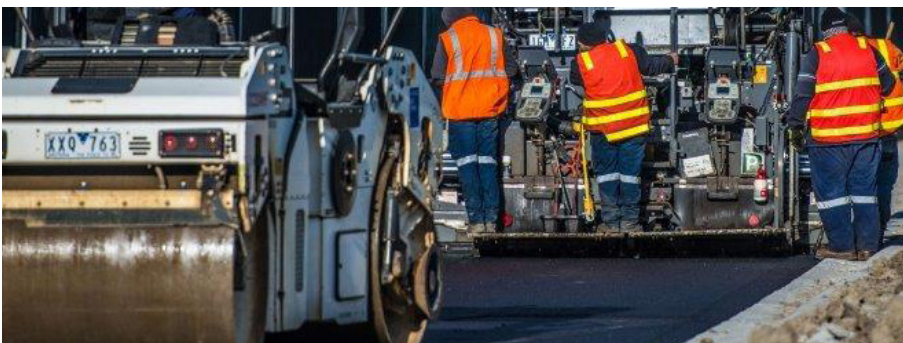
The work will be conducted through a contract that has been awarded to Downer EDI after a quotation process. The contract has been awarded for

\$852,916. The project will involve milling of the existing bitumen surface, placement of geofabric seal and then replacement asphalt placed to 40 mm kerb to kerb in Section A.

Other sections will involve milling of the travel lanes only to a width of 8 metres and replacement asphalt applied.

The work to be completed over a two week period between February and March 2018 with the actual date of start to be Monday, 19 February (subject to weather conditions). Fresh linemarking will be applied a few weeks after completion of the asphalt.

Council and the contractor aim to minimise any inconvenience to business operators and residents during the works.



KEY FACTS:

- Estimated expenditure for the project is \$852,916. Funds have been provided from Roads and Maritime Services as a result of the Hume Highway bypassing Holbrook.
- The Albury Street roadway has been handed back to Greater Hume Council.
- Council takes over maintenance responsibility for the roadway.

Proposed timetable*

Monday 19 February 2018

Section B and D heavy patching works

Tuesday, 20 February

Section D working through the week heading north, thereafter Section C, leading into Section A

Monday, 26 February

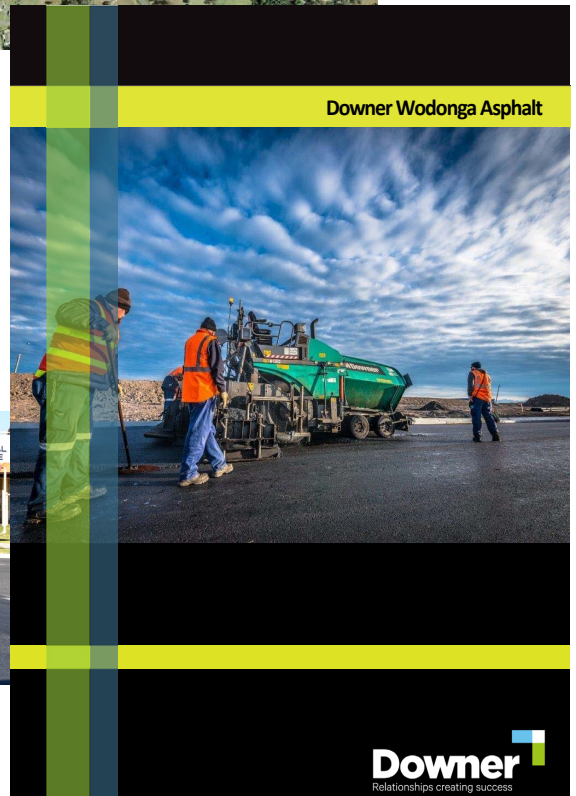
Section A works continue. Section B works commence.

* Refer Page 2. Timetable is subject to weather conditions.

Albury Street Asphalt Work



Section	Coloured	Works to be undertaken
Section A	yellow	Asphalt full width kerb to kerb - 30m from northern bridge abutment - length 772m
Section B	blue	Asphalt width travel lanes only - Length 800m - to old service station seal joins
Section C	blue	Asphalt width travel lanes only - Start 60m from southern abutment - length 192 m
Section D	yellow	Asphalt width travel lanes only - Length 345m - 0 to Macinnes Street



For more information

- Phil McDonald M 0429 120 083
- Ken Thompson M 0438 777 433
- Dwayne Hartwick (Downer EDI) M 0467 749 675

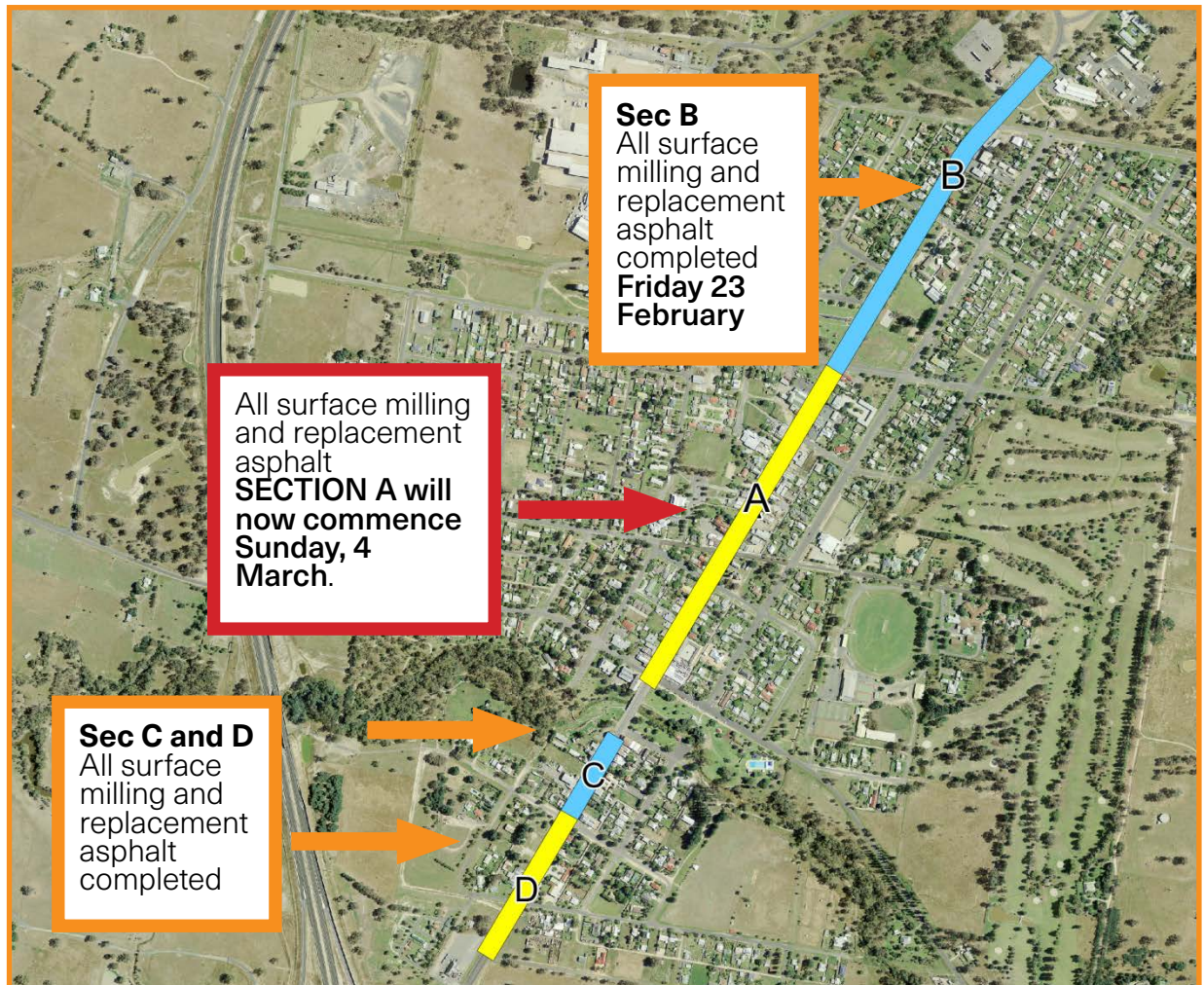


Greater
Hume
Council

Community Engagement Update

Thursday, 22 February

Project: **Albury Street Asphalt Project - PROGRAM update**



Bitumen resurfacing of Albury Street, Holbrook Sections B, C and D are completed as of COB Friday, 23 February.

Due to circumstances outside of Council's control, the works proposed for SECTION A have today been postponed for one week.

For more information

- Phil McDonald M 0429 120 083
- Ken Thompson M 0438 777 433
- Dwayne Hartwick (Downer EDI) M 0467 749 675

Works to be undertaken in Section A will now commence Sunday, 4 March with milling of the existing surface.

The laying of asphalt will take 3 to 4 days and be finished by end of Thursday, 8 March.

Revised timetable*

Sunday, 4 March 2018

Section A milling of existing surface

Monday, 5 March

Section A asphalt surface installation starts

Thursday, 8 March

Section A works conclude.

* Timetable is subject to weather conditions.

Disclaimer - This email and attached files may contain information that is confidential and/or subject to legal privilege. If you receive this e-mail and are not the intended addressee please delete and notify sender immediately. Views expressed in this message are those of the individual sender and not necessarily the views of Greater Hume Council.

From: jonesj@ww.catholic.edu.au [mailto:jonesj@ww.catholic.edu.au] **On Behalf Of** School Information
Sent: Tuesday, 27 March 2018 12:58 PM
To: Margaret Killalea
Subject: Re: Albury Street Asphalt Project - your opportunity to give feedback

Marge

Feedback from St. Patrick's School -

Asphalt staff were helpful and traffic controllers excellent the afternoon when most impact was felt by the buses.

Also today very large school bus zone sign has been painted across the entire length of the school bus zone and looks brilliant. No excuses now.

Please thank all involved.

Judy Jones
for St. Patrick's School.

On 26 March 2018 at 12:33, Margaret Killalea <MKillalea@greaterhume.nsw.gov.au> wrote:

Council is seeking feedback regarding the manner in which it engaged with you on the project. Attached is a simple postcard, which will take you about 1 minute to complete.

This will assist Council to improve its processes when undertaking similar projects.

Kind regards

Margaret Killalea

Executive Assistant - Governance & Economic Development

Greater Hume Council

39 Young St

PO Box 99

Holbrook NSW 2644

T 02 6036 0103



INTERIM 2020/2021 QUARTERLY BUDGET REVIEW AS AT 30 SEPTEMBER 2020

Refer separate file in agenda package.

Staff Uniform Policy

Document Name	Document Version Number	Review Date
Staff Uniform Policy		November 2020
Date Adopted	Minute Number	Status
		Revised

Purpose

To confirm Council's commitment to enhancing the image of Greater Hume **Shire** Council employees through the provision of assistance in the purchase and maintenance of an approved Local Government uniform.

Scope

All Staff of Greater Hume **Shire** Council.

Definitions

Nil.

Policy Content

Administration Staff

Council will provide financial assistance to employees to purchase corporate clothing from Council's approved supplier(s) in accordance with the following conditions:

1. Council will make an annual contribution of \$175 per annum toward the purchase of new/replacement items. Such contribution will be paid on a financial year basis and will be paid following the ordering and receipt of approved uniform items. The contribution is transferable or cumulative from one year to the next (for a maximum of two years)

Operational Staff and Administration Staff required to work in the field

Council will provide protective work clothing that is:

1. Distinctive Greater Hume Council attire; and
2. Designed to maximise personal protection for the employees in their work environment, including headwear and footwear.

Links to Policy

Personal Protective Clothing Policy

Links to Procedure

Nil.

Links to Forms

Nil.

References

Nil.

Responsibility

Director Corporate & Community Services

Document Author

Director Corporate & Community Services

Relevant Legislation

Nil.

Associated Records

Nil.

Draft

Staff Education & Training Policy

Document Name	Document Version Number	Review Date
Staff Education & Training Policy		Click here to enter a date.
Date Adopted	Minute Number	Status
Click here to enter a date.		Revised

Purpose

Greater Hume Council ('Council') recognises that staff development is an important part of the working life of each staff member. It is associated with the development needs of the individual and of teams and the achievement of Council's overall strategy.

Council recognises that the calibre and competence of its employees are vital factors in ensuring that it remains a successful organisation. To this end Council strives to promote employee development through high quality training and learning opportunities both on and off the job.

This Policy sets out what may be offered in terms of support from the Council and what is expected from employees.

Scope

This Policy does not apply to senior staff employees of Council as defined in s322 of the Local Government Act 1993 (NSW). This Policy does not form part of any employee's contract of employment.

Council recognises that increasing the organisation's efficiency and productivity requires an ongoing commitment to education, training and skill maintenance, development and enhancement. Therefore, Council is committed to:

- Developing a more highly skilled and flexible workforce
- Providing employees with opportunities through appropriate education and training to acquire additional skills
- Removing barriers to the utilisation of skills in accordance with Council's training plans

Definitions

Corporate level training – training needs which are common across Council and cannot be properly satisfied by way of on the job training.

Examples of corporate training are:

Confined space, first aid, manual handling, traffic control, EEO, chainsaw operation, written/verbal communication skills and conflict resolution.

Compulsory training – compulsory training is training that Council designates to be necessary requirement of employment. Employees who participate in compulsory training shall not lose ordinary pay. Compulsory training may have to satisfy statutory or Council determined requirements.

Examples of compulsory training includes induction, WH&S, plant induction, apprenticeship/cadetship/traineeship, retraining due to changed working conditions.

Staff Education & Training Policy

Policy Content

Development of the Annual Training Plan

Council shall design an annual training plan in accordance with the Local Government (State) Award 2020 requirements. The training plan is to be consistent with:

- The current and future skill requirements of the Council
- The size, structure and nature of the operations of the Council
- The need to develop vocational skills relevant to Council and the local government industry in general through the utilisation of available internal and external resources.

The training plan shall, where appropriate, provide for training that is consistent with industry specific competency standards.

The training plan shall be consistent in identifying the needs of the organisation and recognition of future employee's competencies, where possible.

Quality of Training

To facilitate recognition of training and enhance the possibility of articulation to further courses of study, competency based training programs will be chosen that are nationally accredited and within the Australian Qualifications Framework.

Selection of Staff to Undertake Training

Selection of participants to receive Council training in accordance with Council's training plan is to be based on merit and the needs of the employee as identified in the employee's annual Performance Appraisal/Interim Review or as an outcome of workplace assessment of competency. The selection process will also take in to consideration the capacity of the workplace to schedule and arrange the release of selected employees.

Priority of Training

Acknowledging that not all identified training needs will be able to be met within the duration of one financial year or the life of one annual training plan, wherever possible, available financial and related training resources will be allocated in the following priority:

- Training necessary to for Council's to comply with current and future legislative requirements
- Training necessary to assist the employee in doing their current job to the standards required
- Training necessary to assist the employees career path development

Notwithstanding the above, resources may be re-allocated to meet Risk/WHs and other statutory training which may result from legislative or technological change.

Training Undertaken as a Requirement of Council (Compulsory Training)

If an employee is required by Council to participate in a structured training program and such program is consistent with Council's training plan:

Staff Education & Training Policy

- The Council shall grant the employee paid leave (or consider the employee absent on duty) to attend course requirements where the training is undertaken during ordinary working hours
- Council shall pay course fees at the commencement of each stage but shall not pay course fees if the employee is repeating
- Council shall at the discretion of the General Manager, either provide transport or pay reasonable travelling expenses to enable employees to attend course requirements

Training Outside Council Requirement but Consistent with Career Development

At the discretion of the General Manager, an employee undertaking a course consistent with Council's requirement or direction, will be granted leave with pay to attend course requirements provided that the employee gives reasonable notice of such requirements.

Roles and Responsibilities

The development of employees is a responsibility shared between individual employees and Managers. A shared commitment to learning and development is critical to ensure we meet our strategic objectives and foster a culture of career development for our employees.

The People & Culture Officer is responsible for:

- Promptly considering all learning and development requests
- Ensuring equitable access for all employees
- Measuring the effectiveness of programs to promote continuous improvement in our employees, providers and processes
- Providing advice on learning and development opportunities

Directors/Managers are responsible for:

- Identifying the learning and development needs of employees
- Developing individual learning and development plans for employees on an annual basis
- Demonstrating an ongoing commitment to supporting employees' learning and development
- Providing resource solutions to allow employees to attend programs
- Frequently reviewing and discussing employees' learning and development progress
- Ensuring employees meet statutory and certification requirements
- Reviewing competencies on a continual basis
- Timely completion of application forms

Employees are responsible for:

- Taking an active interest in assisting Managers in identifying their learning and development needs

Staff Education & Training Policy

- Contributing to the development of their individual learning and development plan on an annual basis
- Actively participating in allocated learning and development programs
- Contributing to the development of other employees by using and sharing the knowledge and skills gained from learning and development activities
- Providing a minimum 48 hours' notice to Managers and the People & Culture Officer for changes to attendance for scheduled programs
- Completing evaluating and/or feedback forms.

Links to Policy

Education Assistance Policy

Links to Procedure

Nil

Links to Forms

Nil.

References

Nil.

Responsibility

Director Corporate and Community Services

Document Author

Director Corporate and Community Services

Relevant Legislation

Local Government Act 1993

Local Government State Award 2020

Associated Records

Nil.

Greg Blackie

From: Steven Pinnuck
Sent: Monday, 2 November 2020 12:48 PM
To: Greg Blackie
Cc: David Smith
Subject: Fwd: More cash to fix local roads, boosts jobs in regional NSW

FYI

Sent from my iPhone

Begin forwarded message:

From: "Block, Steve (S. Ley, MP)" <Stephen.Block@aph.gov.au>
Date: 2 November 2020 at 12:19:12 pm AEDT
To: "Farrer Electorate (S. Ley, MP)" <Farrer@aph.gov.au>
Subject: More cash to fix local roads, boosts jobs in regional NSW

Attention Farrer GM's – latest round of this newly combined NSW/Fed funding

2 November 2020

MORE CASH TO FIX LOCAL ROADS, BOOSTS JOBS IN REGIONS

More regional communities are set to benefit from the Australian and New South Wales

Governments' commitment to improving local roads and create thousands of local jobs in the regions, with Round 2 of the accelerated Fixing Local Roads program opening today.

The Australian Government committed \$191 million in June to build on the NSW Government's \$500 million Fixing Local Roads program, ensuring even more regional communities benefit faster.

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Michael McCormack said the Australian Government's commitment would ensure that more local road projects were delivered to create more local employment.

"We've already seen \$243.6 million of joint funding go towards 253 shovel-ready projects in 84 Local Government Areas in the first round of funding and this latest round will see another \$136.4 million

injected into regional New South Wales to generate more jobs and stimulate local economies," the Deputy Prime Minister said.

"This is money for small projects that make a big difference in people's everyday lives right across regional New South Wales.

"It will mean smoother, safer trips to school, work or even the shops and most importantly, it will create much-needed jobs in hundreds of communities."

NSW Minister for Regional Transport and Roads Paul Toole said the program marked a major investment in the roads that regional communities use every day.

"We know how much better roads mean in the bush – and projects like these will be key to helping regional communities recover from the impact of bushfires, drought and the COVID-19 pandemic," Mr Toole said.

“This round will prioritise projects that are shovel-ready and can start in the next six months because we know regional communities need this investment and job creation right now.

“Communities are already starting to see projects from Round 1 commence around the state, and they can expect to see even more in the coming months as we continue to turbocharge this initiative.”

Applications for Round 2 of the program are open from today until Friday, 4 December 2020.

Projects will need to start this financial year and be delivered within two years, to ensure local communities see the benefits as quickly as possible.

The Australian Government committed \$191 million in June to build on the NSW Government’s \$500 million program.

Updated guidelines and a factsheet for Round 2 of Fixing Local Roads can be found here www.rms.nsw.gov.au/fixinglocalroads

Steve Block

Adviser | The Hon Sussan Ley MP

Federal Member for Farrer | Minister for the Environment

steve.block@aph.gov.au | M 0428 213 264 | www.sussanley.com



Transport for NSW | November 2020

Fixing Local Roads

Program Guidelines



Transport for NSW

Tel: 8202 2200 **Fax:** 8202 2209

18 Lee Street, Chippendale NSW 2008

PO Box K659, Haymarket NSW 1240

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Message from the Minister

The NSW Government understands that many rural and regional councils in NSW are struggling to cope with the financial burden of maintaining local roads. We recognise that this task is even tougher during economic challenges and times of drought.

Fixing Local Roads is a game-changer for regional and rural councils in NSW. This five-year \$500 million program is specifically designed to help regional and rural councils carry out vital maintenance and repair work on local roads. It is an investment in the road network that our families use every day that underpin our regional economies and that drive growth.

Delivering better roads mean safer, faster and more reliable trips enabling our communities to grow, businesses can thrive and local motorists can get home sooner and safer.



Paul Toole
Minister for Regional Transport and Roads

The Fixing Local Roads Program will be delivered in multiple rounds and is available to 93 regional councils, Unincorporated Far West and Lord Howe Island which will be able to apply for grants to repair priority local roads.

In 2020, the Australian Government committed an additional \$191 million to the Fixing Local Roads program to support economic activity in regional NSW. This increased the total funding for the Fixing Local Roads program to \$691 million.

Round 1 of the Fixing Local Roads Program has seen funding of over \$243 million provided to 84 councils to deliver 253 projects.

Through Fixing Locals Roads, the NSW Government is supporting regional and rural NSW to be a great place to live and work.

I look forward to seeing the impact this program has in our communities.

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Introduction

The NSW Government has committed \$500 million to a Fixing Local Roads program to improve council roads across rural and regional NSW. This investment will help reduce the maintenance backlog for councils, targeting roads that do not meet the freight significance or benefit to cost ratio (BCR) requirements of the current Fixing Country Roads (FCR) program. Fixing Local Roads aims to fund improvements to local roads that will deliver smoother, safer and more reliable journeys.

Councils are now invited to submit applications for the next round of the program to further support investment in road improvements.

These guidelines provide an overview of the Fixing Local Roads Program, the eligibility criteria, and details about the application and assessment process which have been refined for Fixing Local Roads Round 2.

Overview

Fixing Local Roads will provide funding to councils to repair, maintain or seal priority or important local roads.

In recognition of the changing economic environment and need to stimulate regional economies, we have refined the outcomes for the Fixing Local Roads program to ensure applications for the best-suited projects are submitted.

Projects will be selected for funding based on the ability to deliver against the following:

- Promotes regional economic activity
- Enhances regional connectivity and sustainability
- Enables a safer regional road network.

Accordingly, it is important for applications to include relevant evidence and information which demonstrates how the projects can deliver the outcomes of the program.

These Guidelines will support councils in preparing applications by having a strong understanding of the types of projects which will deliver the best community and value for money outcomes and the way in which the applications are evaluated.

To inform project selection, Transport for NSW will be considering the following attributes specific to the road, or the project outcomes:

- Projects which are able to commence in 20/21 financial year
- Projects which create jobs and economic growth
- Current road condition
- Local road function and importance
- The infrastructure risk rating of the road
- Frequency of lane/road closures due to weather or heavy haulage.

We will also give consideration to councils which may be experiencing hardship or choose to nominate projects which connect indigenous communities.

Demonstration of co-contribution, or leveraging other grant programs to optimise outcomes, will also be considered in the evaluation process.

Alignment with Future Transport Strategy 2056

Transport for NSW's Future Transport Strategy 2056, through its Regional Services and Infrastructure Plan, identified the need to continue to build and improve local infrastructure such as roads, rail and bridges in regional and rural NSW. This is being done through a combination of initiatives including Fixing Country Roads, Bridges for the Bush, Fixing Country Bridges, Walking and Cycling programs, Targeted Road Safety Works as well as Fixing Local Roads.

Future Transport Strategy 2056 also recognises the need for a more integrated local and state road network to provide seamless and safe journeys for all customers. Fixing Local Roads will support councils to repair and maintain those important local roads that will improve road safety and support freight, regional travel and connectivity.

Program objectives

Well-maintained roads play a vital role in our regions, supporting growth and development, as well as providing safe and reliable access to critical services, such as hospitals and schools. The objectives of the Fixing Local Roads Program are aligned with the Regional NSW transport customer outcomes of the Future Transport Strategy 2056 Regional NSW Services and Infrastructure Plan including:

- Safely, efficiently and reliably moving people and goods
- Sustaining and enhancing the liveability of our places
- Accessible for all customers
- Makes the best use of available resources and assets.

Table 1 Fixing Local Roads Program outcomes and objectives

Future Transport 2056		
Regional NSW Services and Infrastructure Plan Customer Outcomes	Fixing Local Roads Program Outcomes	Fixing Local Roads Program Objectives
Safely, efficiently and reliably moving people and goods Sustaining and enhancing the liveability of our places Accessible for all customers Makes the best use of available resources and assets	The program promotes regional economic activity	Promotes regional development in rural communities Supports families in rural and remote communities
	The program enhances regional connectivity and sustainability	Improves the reliability of the local road network
		Assists councils to sustainably manage their assets
	The program enables a safer regional road network	Improves the resilience of the local road network
		Improves local road safety

Eligibility

Who can apply?

The Fixing Local Roads Program is available to the 93 regional councils listed in Appendix 1, as well as the Unincorporated Far West and Lord Howe Island.

Councils are encouraged to work with their neighbouring councils to put forward nominations that address regional priorities. Councils are also encouraged to work with their Joint Organisation of Councils (JOs) to identify these regional priorities.

Councils and Joint Organisations should contact Transport for NSW via fixinglocalroads@transport.nsw.gov.au to seek advice on potential projects and for information on preparing applications.



Eligible projects

Councils will be able to apply for grants to repair priority local roads. Projects should meet the following requirements to be eligible for consideration. The project must be:

- located on a Local Road managed by council (note: Regional and Crown roads are not eligible)
- identifiable as a priority or important local road for the local government area or region
- deliverable within 24 months of notification from Transport for NSW
- maintenance-driven such as repairing, patching, maintaining or sealing existing roads.

Examples of eligible projects are:

- repairing potholes on a key local road
- sealing an unsealed road that will improve safety or improve access to services or industry
- patching or repairing cracking on a key local road.

Examples of ineligible projects are:

- widening shoulders or building new roads
- any project on private roads
- any project on the State or Regional road network.

Funding is specific to projects and not transferable.



Application and evaluation process

Multi-criteria analysis

Transport for NSW has refined the application, evaluation and prioritisation process since Round 1 was launched in 2019.

A multi-criteria assessment process will be used to assess council applications and is consistent with the Transport for NSW Principles and Guidelines for Economic Appraisal of Transport Investments and Initiatives.

Each project will be subject to a comparative assessment of both merit and prioritisation attributes to enable selection of projects which meet the program objectives (refer page 8), and contain particular attributes which may warrant higher consideration (refer page 9).

For all proposals, applications will be lodged via the SmartyGrants system and respond to all questions included on the **application form**.

Merit assessment

The application will seek detailed responses from council to questions which will enable the evaluation panel to make a determination of the following:

- Does the project meet the objectives of the program?
- Has the application provided measurable justification and/or evidence to demonstrate alignment to the program objectives?
- Are the cost, schedule, risk and assumptions of the project delivery well documented?
- Are there special considerations e.g. drought hardship, connecting Indigenous Communities?
- Is there a co-contribution funding source to optimise community outcomes?

Some documentation may be required in support of the applications, including photographic evidence, detailed project development information and asset management plans.

Merit-based questions will be assessed on a score of 1 (poor) to 3 (very good). The scores will be combined into a single multi-criteria score based on a weighting for each criteria.

The criteria and weighting is shown in Table 2.

Prioritisation assessment

To support Transport for NSW to distinguish and prioritise the applications, the application form includes a number of questions to enable a better understanding of which projects may warrant higher consideration.

Application questions require applicants to provide specific information and/or select from a range of attributes specific to the road and/or the project.

Attributes informing prioritisation include:

- Job creation and local investment
- Road condition and function
- Road Infrastructure Risk Rating
- Frequency of closures due to weather/heavy haulage damage.

Responses to prioritisation questions will generate a score between 1-3 and will contribute to the overall evaluation score.

Councils may choose to resubmit unsuccessful projects from round one if they are able to start projects in the 2020/21 financial year.

Table 2 Merit assessment evaluation criteria and weightings

Program Outcomes	Program Objectives	Criteria Weighting	Evaluation Criteria
Outcome 1: The program promotes regional economic activity	Promotes regional development in rural communities	15%	The project is shovel ready commencing in FY20/21 The project will generate local jobs for regional and rural communities and supports community connections which further enable job generation and economic growth, eg freight, tourism, industry.
	Supports families in rural and remote areas	15%	The project enables improved access to one or more of the following: <ul style="list-style-type: none"> • health care • education • access to social and community benefits
Outcome 2: The program enhances regional connectivity and sustainability	Improves the reliability of the local road network.	15%	The project will significantly improve the current local road condition
	Assists councils to sustainably manage their assets	10%	The project forms part of an existing strategic asset management strategy and will directly minimise ongoing reactive maintenance costs The project supports maintenance of roads impacted by harvesting of State Forests.
	Improves the resilience of the local road network	15%	The project will improve the productivity of the local road network by reducing frequency of road closures, speed restrictions building resilience to natural disasters / weather events / heavy vehicle damage.
Outcome 3: The program enables a safer regional road network	Improves local road safety	15%	The project / proposed solution contributes to a safer road network
Reasonableness & Deliverability	Credibility and integrity of the project application.	5%	Application has sufficient detail to support the credibility and integrity of the project costs, schedule, risks and assumptions.
Special Considerations	Hardship Connects indigenous communities	5%	Yes / No
Co-contribution / other funding source	Contribution from Council or other party	5%	The amount of co-contribution council or a party other than council make to the project



Benefit to Cost Ratio (BCR)

Fixing Local Roads will not require projects to meet a threshold BCR for applications to be considered. This is consistent with the program objectives of delivering funding support to councils for projects that may have an economic, social or safety benefit and to enable rapid mobilisation of regional economic activity. Projects will still be assessed on a value-for-money basis.

Other supporting information

Applicants are encouraged to provide documentation in support of their application. This documentation may include photographs, engineering reports, road priority hierarchy and reports, maintenance reports, recent weather events not previously captured by a Natural Disaster Declaration.

Assessment panel

An assessment panel will be established by Transport for NSW and consist of relevant technical and policy subject matter experts. Members of the assessment panel will review and conduct scoring for each application and make a recommendation to government on those projects that best meet the program objectives.

The government will then announce those projects that have been deemed successful and are to receive the funding.

The decision of government will be final. The government may also, in its absolute discretion, choose not to award funding to projects that may have met the criteria.

How to apply

Application and assessment process

An overview of the stages of the application and assessment process is shown below.



Key dates

Round	Applications open	Applications close	Successful projects Announced	Project complete
Round 2 - 2020	2 November 2020	11 December 2020	January 2021	24 months from notification

Information related to potential future rounds may be advised at a later date.

Funding limits and co-contributions

There is a maximum funding limit of \$5 million of state contribution per council per application. Applicants can apply for up to 100 per cent of the value of the project, but co-contributions from council are strongly encouraged and will be considered relevant to council's funding position. A general rule of thumb is a minimum co-contribution of 25 per cent. Non-compliant proposals may be considered.

Councils are strongly encouraged to source additional investment to support their applications and enhance their local road maintenance projects. This might include, for example, working with mining and forestry industries to gain co-contributions or applying for Australian Government funding. Councils are also encouraged to leverage funding from other NSW Government programs to maximise community benefits from the project.

There is no limit to how many applications each applicant can submit; however applicants are advised to prioritise and put forward their most strategically important projects.

Forestry roads

The NSW Government is aware of the concerns of a number of councils regarding the unique challenges maintaining roads in LGAs with large areas of State Forest. In response to these concerns, a proportion of funding from the total allocation will be allocated specifically for roads in forestry areas.

Payment and reporting milestones

Payments will be made to councils at the start and end of the project to support councils to deliver the project, on time and within budget. Councils will be required to report on the planning, progress and completion of projects and provide supporting information.

Final payment will be made upon satisfactory project completion and receipt by Transport for NSW of a final project report. Unless otherwise agreed, payments to councils will be in accordance with the two milestones below:

- reach agreement with Transport for NSW regarding the funding arrangements (start of project) – 70 per cent
- certification and final report that the project has been completed and an audit by Transport for NSW (end of project) – balance of project costs (up to 30 per cent).

Final payment will be made upon satisfactory project completion and receipt by Transport for NSW of a final project report which requires actual expenditure information.

How to apply

The Fixing Local Roads online form can be accessed by logging into SmartyGrants via the **Fixing Local Roads website nswroads.work/fixinglocalroads**

Applicants must provide all of the information required in the application form including the mandatory fields and are encouraged to provide additional materials to support their case in relation to the assessment criteria.

Supporting documents will be required to assist in the evaluation process and must be submitted with the application form via the SmartyGrants system.

Councils located in areas which have been drought declared and/or provide drought hardship relief provisions to their communities, should detail this to support their application and provide examples of those provisions.

Only completed applications received by midnight on the closing day will be accepted and assessed. Late submissions will not be accepted, unless Transport for NSW considers exceptional circumstances beyond the applicants' control.

Applicants may withdraw an application at any time, with written advice of the withdrawal to be provided to Transport for NSW via email to **fixinglocalroads@transport.nsw.gov.au**

Requirements of the application form are outlined on the program website.

Confidentiality and disclosure

All information submitted by the applicant may be provided to other organisations for the purposes of eligibility, project proposal appraisal or deed preparation.

Applicants should notify Transport for NSW when including any information of a confidential nature in their application. Summary information about the project will be posted on Transport for NSW's website unless the applicant advises that they do not agree to its publication.

Information provided may be subject to future project audits and must be correct, including factual information about the road particulars (e.g. road traffic volume),

Further information

Transport for NSW will conduct virtual information sessions with interested applicants early in the application period.

Invitations will be distributed directly to local governments via a local Transport for NSW representative.

If you do not receive an invitation and believe you should attend please contact **fixinglocalroads@transport.nsw.gov.au**

There will be multiple sessions held to accommodate availability.

A program fact sheet is available on the program website **nswroads.work/fixinglocalroads**

Contact details

Questions about Fixing Local Roads, including eligibility and the application process, can be emailed to **fixinglocalroads@transport.nsw.gov.au**

Appendix 1 - Eligible local government bodies

Albury City Council	Forbes Shire Council	Orange City Council
Armidale Regional Council	Gilgandra Shire Council	Parkes Shire Council
Ballina Shire Council	Glen Innes Severn Council	Port Macquarie-Hastings Council
Balranald Shire Council	Goulburn Mulwaree Greater Hume Shire	Port Stephens Council
Bathurst Regional Council	Griffith City Council	Queanbeyan-Palerang Regional Council
Bega Valley Shire Council	Gunnedah Shire Council	Richmond Valley Council
Bellingen Shire Council	Gwydir Shire Council	Shellharbour City Council
Berrigan Shire Council	Hay Shire Council Hilltops Council	Shoalhaven City Council
Bland Shire Council	Inverell Shire Council Junee Shire Council	Singleton Council
Blayney Shire Council	Kempsey Shire Council	Snowy Monaro Regional Council
Bogan Shire Council	Kiama Municipal Council	Snowy Valleys Council
Bourke Shire Council	Kyogle Council	Tamworth Regional Council
Brewarrina Shire Council	Lachlan Shire Council	Temora Shire Council
Broken Hill City Council	Lake Macquarie City Council	Tenterfield Shire Council
Byron Shire Council	Leeton Shire Council	Tweed Shire Council
Cabonne Council	Lismore City Council	Upper Hunter Shire
Carrathool Shire Council	Lithgow City Council	Upper Lachlan Shire
Central Coast Council	Liverpool Plains Shire Council	Uralla Shire Council
Central Darling Shire Council	Lockhart Shire Council	Wagga Wagga City Council
Cessnock City Council	Maitland City Council	Walcha Council
Clarence Valley Council	MidCoast Council	Walgett Shire Council
Cobar Shire Council	Mid-Western Regional Moree Plains Shire	Warren Shire Council
Coffs Harbour City Council	Murray River Council	Warrumbungle Shire
Coolamon Shire Council	Murrumbidgee Council	Council Weddin Shire Council
Coonamble Shire Council	Muswellbrook Shire Council	Wentworth Shire Council
Cootamundra-Gundagai Regional Council	Nambucca Shire Council	Wingecarribee Shire Council
Cowra Council	Narrabri Shire Council	Yass Valley Council
Dubbo Regional Council	Narrandera Shire Council	Unincorporated Far West
Dungog Shire Council	Narromine Shire Council	
Edward River Council	Oberon Council	
Eurobodalla Shire Council		
Federation Council		

Appendix 2 - IPWEA (NSW) Local Government Functional Road Classification

Functional Category	Sealed Network	Unsealed Network	Typical Daily Traffic AADT	Heavy vehicles	Bus Route (including school)	Linked communities population	Connectivity
Arterial	Carry traffic to, from and across council areas. They carry traffic between industrial, commercial and residential areas and carry the highest volumes of traffic. Provide for traffic movements between regions. Provide access to major industrial activities and may provide for public transport.	Carry traffic to, from and across council areas. They carry traffic between industrial, commercial and residential areas and carry the highest volumes of traffic. May include heavy vehicle access routes between regional centres.	U: > 15,000 R: > 2,000	> 300	Public Transport Bus Route & School Bus Route	> 10,000	Critical connectivity (there may be no alternative routes)
Primary Collector	Provide the connections between arterial parts of the network and the Local Collector network. May also service industrial areas and local facilities such as shopping centres and freight terminals.	Provide the connections between the arterial network and the Local Collector network. May also service industrial facilities and grain / freight terminals. May also provide school bus routes in many areas.	U: > 5,000 R: > 1,000	> 150	Public Transport Bus Route & School Bus Route	> 5,000	Provides connection between local population and the State road network
Local Collector	Provides access to the Primary Collector network from local access roads. May provide access to individual industrial facilities and links to local shopping centres.	Provides access to the Primary Collector network from local access roads. May provide access to individual larger facilities such as feedlots and local grain silos. May also provide some school bus links.	U: > 1,000 R: > 200	> 25	Local Bus Route & School Bus Route	> 2,000	Provides connectivity within the local community
Local Access	Major function is to provide access to individual properties. May also provide access to local tourist sites.	Major function is to provide access to individual farms and properties. May also provide access to local tourist sites and recreation facilities.	U: < 1,000 R: < 200	< 25	May include local bus routes	< 250	Provides the link for properties and businesses and the local community

Notes:

1. State Roads are not included in this classification as the trafficked lanes are under the care control and management of RMS. Associated facilities (e.g. kerb & gutter, footpath, street furniture etc. which are owned and managed by councils will be included in other asset classes).
2. Classification of a road is based on its function. Absolute assessment against any one of the above criteria alone is to be avoided.
3. The assessment parameters in the above table are to provide guidance only. Assessment of a road should take a holistic view of its function and importance to the local community.
4. Levels of service are not intrinsically linked to the road hierarchy. Levels of service are determined by council following consultation with the local community and may vary across categories.



Greater
Hume
Council

Lot 56 & 57 DP2770552

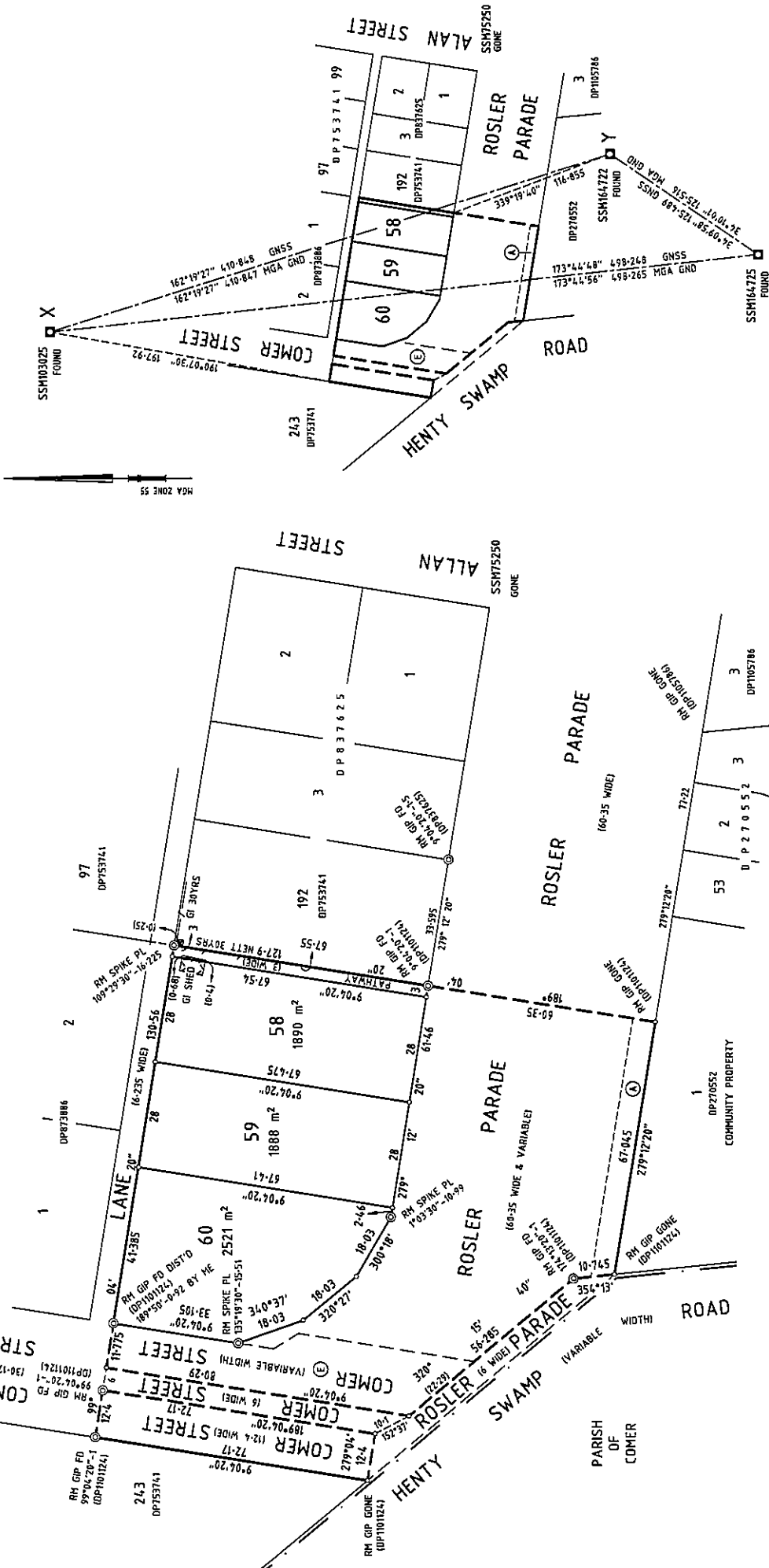
Henty NSW

Electronic Version is the controlled version. Printed copies are considered uncontrolled. Before using a printed copy verify that it is the current version.

Document Name	Working doc file path	Version Number	Date of Issue	Review Date
		1.0	2020-10-30	2021-10-30

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

PLAN FORM 2 (A2)



(A) EASEMENT TO DRAIN WATER 6 WIDE (DP270552)

(E) EASEMENT FOR ELECTRICITY PURPOSES 11-775 & 16-775 WIDE (DP1101124)

BOUNDARIES ARE UNFENCED EXCEPT AS SHOWN

SURVEYING & SPATIAL INFORMATION REGULATION 2012 (CLAUSE 35(1B) & 6(2))		MGA CO-ORDINATES		CL		DPD		ORIGIN			
MARKS	EASTING	NORTHING	C	3	SCMS	C	3	SCMS	C	3	SCMS
SSM103025	502624.604	606886.052	C	3	SCMS	C	3	SCMS	C	3	SCMS
SSM164722	502749.295	606854.773	C	3	SCMS	C	3	SCMS	C	3	SCMS
SSM164725	502678.835	606849.966	C	3	SCMS	C	3	SCMS	C	3	SCMS

SOURCE : SCMS 6TH SEPTEMBER 2016
COMBINED SCALE FACTOR : 0.999562 ZONE 55

MGA CONNECTION DIAGRAM
REDUCTION RATIO 1:2000

Surveyor: Stuart M Mason
Date of Survey: 6/09/2016
Surveyor's Ref: 302669SV00

PLAN OF SUBDIVISION OF LOTS 56 & 57
IN DP270552

Registered:
LGA: GREATER HUME
Locality: HENTY
Subdivision No: DP270552

DP

TOURISM AND PROMOTIONS REPORT (October 2020)

Areas Projects	Objectives	Progress and Comments
Visitor Information Centre and Submarine Museum	Offering visitors to Greater Hume information and advice on accommodation, places to eat, attractions, maps, tours, road conditions, events and other general information. Reception and admission to Submarine Museum. Implement the Greater Hume Visitor Experience Plan. Delivery Plan 3.3.1.1.06, 3.3.1.1.05	<ul style="list-style-type: none"> • Visitor Information Centre and Submarine Museum reopened on 10 June 2020. • Visitor Information Centre Statistics: Walk In – 196, Phone Calls - 21, Emails – 4. • Submarine Museum Adult - 41, Child - 11, Concession - 44, Family - 19. • Graphs have not been included in this report.
Events	To assist with the promotion of Greater Hume's many and varied events. Implement the GH Visitor Experience Plan. Delivery Plan 3.3.1.1.01, 3.3.1.1.08	<ul style="list-style-type: none"> • Garage Sale Trail has been changed to 21/22 November 2020. • Commenced planning for Australia Day 2021. • Started to receive information on planning for 2021 events.
Social Media	Implement and enhance online communication tools using technologies such as social networking mechanism. Implement the Greater Hume Visitor Experience Plan Delivery Plan 3.3.1.1.09	<ul style="list-style-type: none"> • Instagram, #visitgreaterhume – 677 followers • Individual facebook pages: <ul style="list-style-type: none"> ○ Greater Hume Council – 2223 followers ○ Greater Hume Visitor Information Centre – 519 followers ○ Holbrook Submarine Museum – 1049 followers ○ Greater Hume Children's Services – 794 followers ○ Greater Hume Youth Advisory Committee – 350 followers ○ Buy Local in Greater Hume – 425 followers
Promotions	To promote Greater Hume as a place to visit or stay, whether for ½ day, full day or more. Implement the GH Visitor Experience Plan. Delivery Plan 3.3.1.1.01, 3.3.1.1.08	<ul style="list-style-type: none"> • Emailed 'What's On in November' leaflets to Visitor Information Centres in NSW and VIC, coach/bus/tour companies, tourism operators within shire and regional, media, visitor information points and to interested residents in shire. • Developing and have commenced rolling out of social media tiles on towns and villages, tours and itineraries.
Signage	Implement the Greater Hume Visitor Experience Plan. Delivery Plan 3.3.1.1.03	<ul style="list-style-type: none"> • Ooh Media – request for signage revamp on Hume Highway. Currently organising new signage.
Greater Hume Council Newsletters	Redesign the format and content of Council's quarterly newsletter to ensure effective and targeted content. Delivery Plan 1.2.1.1.3	<ul style="list-style-type: none"> • Greater Hume Second 2020 Newsletter - completed, sent to printers and will be sent out first week of November.
Murray Arts	Murray Arts aim is to actively assist the ongoing development of, and participation in, arts and culture throughout the Border region. Implement the Greater Hume Visitor Experience Plan. Delivery Plan 3.3.1.1.04	<ul style="list-style-type: none"> • Murray Arts are currently advising local artists and creatives via social media on ways to seek alternative avenues of funding through the COVID 19 crisis. • Developed a Cultural Round Table Group to support the arts in the Murray Region.
Australia Day	Recognise community leaders and their efforts and encourage others in the community to take up leadership roles. Delivery Plan 1.1.2.8.1 and 2.1.1.1.1	Australia Day 2021 will be held in Walbundrie. Nominations are out for Greater Hume's Top Citizens. Nomination forms are now online, paper copies can be pickup up from Greater Hume Council Offices. Nominations are being sought for Citizen, Young Citizen, Sports Person/Team, Sports Volunteer and Community Event of the Year. Nominations close Wednesday 9 December 2020.
Greater Hume	Implement the Greater Hume Visitor Experience Plan	<ul style="list-style-type: none"> • Monthly newsletters are being sent to all Greater Hume Tourism Operators, providing latest

TOURISM AND PROMOTIONS REPORT (October 2020)

Tourism	<p>which was endorsed March 2014 by Greater Hume Council.</p> <p style="text-align: center;"><i>Delivery Plan 3.3.1.1.06, 3.3.1.1.05</i></p>	<p>information on COVID 19, tourism opportunities, marketing, social media and promotional campaigns as well as relevant contacts and statistics.</p> <ul style="list-style-type: none"> • New Greater Hume Visitor's Guide has been printed. Visitor Information Centre Officer and writer have been delivering boxes of guides throughout Greater Hume. • Visited all of Greater Hume's Visitor Information Points, delivering new Visitor Guides, Greater Hume maps, signage and replenishing brochure stocks.
Museums and Heritage	<p>GHS currently has 10 public or private museums and three historical society's. Museum Advisor (Vanessa Keenan) – In partnership with Albury City Council and Museums and Galleries NSW we have engaged the services of a museum advisor. <i>Delivery Plan 3.3.1.1.14</i></p>	<ul style="list-style-type: none"> • The Museum Adviser has been contacting museums via phone and email assisting with developing plans to reopen, developing exhibitions, seeking funding etc.
Grants and Funding	<p>Greater Hume Council and community groups have had the opportunity to bid for funds from NSW and Federal Government for various projects across the Shire</p> <p style="text-align: center;"><i>Delivery Plan 3.3.1.1.04</i></p>	<ul style="list-style-type: none"> • Stronger Country Communities Fund (NSW Government) Round 3 6 projects were successful, Burrumbuttock P & C – Covered Outdoor Learning Area, Greater Hume Council – Youth Program, Holbrook Netball Club – Shelters, seating and landscaping, Greater Hume Council – Walla Walla Shared Path, Jindera Netball Committee – repair and resurface netball courts and Henty Australian Football Club – repair and resurface netball courts. Greater Hume's allocation is \$794,431. • Female Friendly Change Rooms (NSW Government) for Brocklesby Recreation Ground, Walbundrie Recreation Ground, Jindera Recreation Reserve and Holbrook Sporting Complex. • Australia Day Grant – completed two grants from Australia Day Council to hold community event at Walbundrie following the Greater Hume Council Australia Day Celebrations.
Murray Regional Tourism	<p>The Murray Regional Tourism (MRT) is a joint venture between Albury, Balranald, Berrigan, Campaspe, Corowa, Deniliquin, Gannawarra, Greater Hume, Mildura, Moira, Murray, Swan Hill, Wakool, Wodonga, as well as Tourism Vic and Destination NSW. Implement the Greater Hume Visitor Experience Plan.</p> <p style="text-align: center;"><i>Delivery Plan 3.3.1.1.04, 3.3.1.1.07, 3.3.1.1.16</i></p>	<p>Murray Regional Tourism is currently holding monthly Zoom meetings with all Tourism Managers to assist with advocacy and commence planning for reigniting the region as a place for domestic tourists to visit. A Visitor Information Centre network has been developed and they have commenced meeting via Zoom on a monthly basis.</p>

TOURISM AND PROMOTIONS REPORT (October 2020)

Council Website	Develop a new Greater Hume Council website including a dedicated Have Your Say portal which is compliant with accessibility standards.	SeamlessCMS(OpenCities) is the provider of Council's websites – Greater Hume Council, Visit Greater Hume, Greater Hume Children Services and Town and Village websites.					
			Greater Hume greaterhume.nsw.gov.au		GH Children Services ghchildren.com.au		Visit Greater Hume Visitgreaterhume.com.au
Delivery Plan 1.2.1.1.4		October	2020	2019	2020	2019	2020
Website Traffic		New	3895	2849	383	210	240
		Returning	1141	1309	212	153	34
Device Paths		Desktop	2123	1748	363	146	121
		Mobile	2104	1674	224	205	122
		Tablet	251	262	8	12	13
Traffic Source		Organic	2924	2576	283	194	164
		Direct	878	710	260	130	53
		Referral	186	187	20	25	40
		Social	576	288	32	14	4
Bounce Rate		%	60.45	58.58	54.29	52.62	61.31
		www.greaterhume.nsw.gov.au - top pages:					
		<ol style="list-style-type: none"> 1. Living in Greater Hume – Waste Facilities Opening Times Charges and Accepted Waste 2. Your Greater Hume Council – Building and Development 3. Contact Us 4. Your Greater Hume Council – Council Meetings 5. Living in Greater Hume – Bushfire Assistance – BlazeAid Volunteers Urgently Needed at Walwa Jingellic 					
		www.ghchildren.com.au – top pages:					
		<ol style="list-style-type: none"> 1. Family Day Care - Enrol Your Child 2. Contact Us 3. Featured Content – Children and Families – Children and Families 4. Henty Centre 5. Careers 					
		www.visitgreaterhume.com.au – top pages:					
		<ol style="list-style-type: none"> 1. Featured Content – Planning Trips and Tours – Itineraries and Tours 2. Featured Content – Natural Wonders – Morgan’s Lookout 3. Featured Content – Natural Wonders – Travelling Stock Routes 4. Featured Content – Be Inspired 5. Featured Content – Planning Trips and Tours – Visitor Guide 					

GREATER HUME SHIRE COUNCIL

Schedule of the Director Corporate Community Services' Schedule of Information to Council Meeting -
Wednesday 18th November, 2020

COMBINED BANK ACCOUNT FOR THE MONTH ENDED 31st October 2020**CASHBOOK RECONCILIATION**

	General Fund	Trust Fund
General Ledger Cashbook Balance as at 1st October 2020	-498,684.52	47,425.65
Cashbook Movement as at 31st October 2020	406,166.02	0.00
Less: Term Deposits included in Cashbook Balance (Trust only)	0.00	0.00
General Ledger Cashbook Balance as at 31st October 2020	<u>-92,518.50</u>	<u>47,425.65</u>

BANK STATEMENT RECONCILIATION

Bank Statement Balance as at 31st October 2020	NAB	\$0.00	47,425.65
	Hume	\$10,503.60	
	Bendigo	\$621.80	
	WAW	\$90.00	
	Total	<u>11,215.40</u>	<u>47,425.65</u>
(LESS) Unpresented Cheques as at 31st October 2020		-125,678.57	0.00
(LESS) Unpresented EFT Payments as at 31st October 2020		0.00	0.00
PLUS Outstanding Deposits as at 31st October 2020		21,944.67	0.00
PLUS / (LESS) Unmatched Cashbook Transactions 31st October 2020		0.00	0.00
Cashbook Balance as at 31st October 2020		<u>-92,518.50</u>	<u>47,425.65</u>

I certify that all of Council's surplus funds have been invested in accordance with the Act, the regulations and Council's investment policies and that all cheques drawn have been checked and are fully supported by vouchers and invoices and have been certified for payment.



Responsible Accounting Officer
4 November 2020

This is page no.1 of Schedule No.1 of the Director Corporate & Community Services' Schedule of Information to Ordinary Council Meeting held on 18th November, 2020

GENERAL MANAGER

MAYOR

Applications Approved

c_dm073

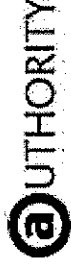
Approved Between 1/10/2020 and 31/10/2020

04/11/2020

Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days	
DA/2011/5	Applicant: S Lutze 1000 Jingellic RD HOLBROOK Lot: 50 DP: 753343 Lot: 49 DP: 753343 Lot: 4 DP: 1085827	11 Lot Subdivision - As Modified	\$0	20/08/2020	Approved	20/10/2020	62	0	62
DA/2018/66	Applicant: Rob Pickett Design Bowler ST HOLBROOK Lot: 105 DP: 753340 Lot: 186 DP: 753340 Lot: 204 DP: 753340 Lot: 207 DP: 753340	Demolish Existing Changerooms-Storage & New Clubrooms - As Modified	\$0	6/08/2020	Approved	23/10/2020	79	0	79
DA/2019/127	Applicant: J A Petersen 1685 Gerogery RD GEROGERY Lot: 9 Sec: 14 DP: 758436 Lot: 10 Sec: 14 DP: 758436 Lot: 11 Sec: 14 DP: 758436	New Dwelling - As Modified	\$250,000	20/10/2020	Approved	20/10/2020	1	0	1
DA/2019/137	Applicant: Kalawa Pty Ltd 92 Paterson RD GEROGERY Lot: 9 DP: 10665 Lot: 1 DP: 174425 Lot: 2 DP: 1108469	Boundary Adjustment - As Modified	\$0	9/10/2020	Approved	14/10/2020	6	0	6
DA/2020/80	Applicant: G Lawry 340 Morrice LA MULLENGANDRA Lot: 4 DP: 285264	New Farm Storage Shed - As Modified	\$0	15/10/2020	Approved	20/10/2020	6	0	6

Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days
DA/2020/94	Applicant: G C Schneider Walbundrie RD WALBUNDRIE Lot: 10 DP: 753763	New Transportable Dwelling	\$270,000	23/06/2020	Approved	17	99	17
DA/2020/128	Applicant: C A Willis Yankee Crossing RD HENTY Lot: 25 DP: 1099296	Change of Use - Metal Fabrication Business	\$0	28/08/2020	Approved - Councilors	55	0	55
DA/2020/132	Applicant: The Roofing Centre Albury 1645 Gerogery RD GEROGERY WEST Lot: 2 DP: 1234819	New Shed	\$39,600	3/09/2020	Approved	43	0	43
DA/2020/136	Applicant: Shed Boss 31 Bowler ST HOLBROOK Lot: 8 Sec: G DP: 4843	New Shed & Carport	\$34,118	10/09/2020	Approved	22	0	22
DA/2020/137	Applicant: D R Whitehead 121 Bungowannah RD JINDERA Lot: 1 DP: 1150187	New Shed	\$48,000	11/09/2020	Approved	26	0	26
DA/2020/138	Applicant: Spanline Albury Wodonga 45 Market ST WALLA WALLA Lot: 318 DP: 1089793	Two Roofed Patios	\$17,850	16/09/2020	Approved	13	22	13
DA/2020/139	Applicant: Trethowan Building Pty Ltd 111 Mitchell ST JINDERA Lot: 1 DP: 1073615	New Carport	\$19,399	16/09/2020	Approved	8	20	8
DA/2020/140	Applicant: The Roofing Centre Albury 20 Cade CT JINDERA Lot: 10 DP: 1249885	New Shed	\$10,000	21/09/2020	Approved	23	0	23

Applications Approved



c_dm073

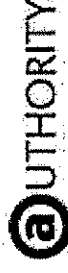
Approved Between 1/10/2020 and 31/10/2020

04/11/2020

Application No.	Location	Development Type	Received	Est. Cost	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days
DA/2020/142	Applicant: Gray Building & Construction Young ST HOLBROOK	New RFS Carport	29/09/2020	\$12,342	Approved	9	0	9
DA/2020/143	Applicant: B & H Homes Pty Ltd 4 Ribery CT JINDERA Lot: 711 DP: 1202940	Dwelling Alterations & Additions New Pool Room & Pavilion Extension	25/09/2020	\$191,528	Approved	21	4	21
DA/2020/144	Applicant: Rob Pickett Design 525 Bungowannah RD JINDERA Lot: 2 DP: 1149311	Dwelling Alterations & Additions Alfresco & Pool Spa	25/09/2020	\$76,000	Approved	26	0	26
DA/2020/146	Applicant: T R Stevens 2 Purtell ST MORVEN Lot: 51 DP: 808073	Relocate Secondhand Dwelling	28/09/2020	\$65,000	Approved	23	0	23
DA/2020/147	Applicant: C D Pugh 8 Murray ST HOLBROOK Lot: 141 DP: 120549	New Shed	2/10/2020	\$35,300	Approved	22	0	22
DA/2020/148	Applicant: G F Jackson 43 Sweetwater DR HENTY Lot: 20 DP: 270552	New Dwelling and Garage	2/10/2020	\$198,000	Approved	22	0	22
DA/2020/149	Applicant: Shed Boss 15 Tathra PL JINDERA Lot: 23 DP: 1096304	New Shed	2/10/2020	\$40,527	Approved	26	0	26
DA/2020/150	Applicant: Hadar Homes 111 Funk RD JINDERA Lot: 1 DP: 785168	New Dwelling and Garage	2/10/2020	\$507,246	Approved	20	6	20

ANNEXURE 10

Applications Approved



c_dm073

Approved Between 1/10/2020 and 31/10/2020

04/11/2020

Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days
DA/2020/151	Applicant: G J Gardner Homes 152 Molkentin RD JINDERA Lot: 2 DP: 1233387	New Dwelling and Garage	\$586,127	8/10/2020	Approved	22	0	22
CDC/2020/45	Applicant: S J Pumpa 322 Cummings RD CULCAIRN Lot: 73 DP: 606790	New Swimming Pool	\$25,000	1/10/2020	Approved	8	0	8
CDC/2020/46	Applicant: M V Wilson 7 Klein CT JINDERA Lot: 88 DP: 1258064	New Dwelling and Garage	\$271,669	2/10/2020	Approved – Private Certifier	1	0	2
CDC/2020/47	Applicant: Afonso Building Solutions 3 Klein CT JINDERA Lot: 86 DP: 1258064	New Dwelling and Garage	\$262,380	2/10/2020	Approved – Private Certifier	1	0	1
CDC/2020/48	Applicant: Kilsyth Pastoral Pty Ltd 146 Roachdale RD COOKARDINIA Lot: 41 DP: 753333	New Swimming Pool	\$49,816	8/10/2020	Approved – Private Certifier	1	0	1
CDC/2020/50	Applicant: Waterline Building Services Pty 123 Nioka RD JINDERA Lot: 102 DP: 1227668	New Dwelling and Garage	\$521,597	14/10/2020	Approved – Private Certifier	1	0	1
CDC/2020/51	Applicant: Afonso Building Solutions 21 Frosty LA JINDERA Lot: 408 DP: 1252780	New Dwelling and Garage	\$391,480	15/10/2020	Approved – Private Certifier	1	0	1
CDC/2020/52	Applicant: G J Gardner Homes 7 Second ST HENTY Lot: 125 DP: 12560	New Dwelling and Garage	\$339,949	20/10/2020	Approved – Private Certifier	1	0	1

ANNEXURE 10

c_dm073

Approved Between 1/10/2020 and 31/10/2020

04/11/2020

Application No.	Applicant	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days	
CDC/2020/53	Applicant: V R McGrath 2718 Coppabella RD CARABOST Lot: 134 DP: 757219		New Swimming Pool	\$0	28/10/2020	Withdrawn	28/10/2020	1	0	1
CDC/2020/54	Applicant: J L Robson 17 Perry ST BROCKLESBY Lot: 289 DP: 753724		New Swimming Pool	\$39,000	27/10/2020	Approved – Private Certifier	27/10/2020	1	0	1

Report Totals & Averages

Total Number of Applications: 31

Total Estimated Cost: 4,301,928.00

Average Elapsed Calendar Days: 23.23

Average Calendar Stop Days: 4.87

Average Adjusted Calendar Days: 18.35

Total Elapsed Calendar Days: 720.00

Total Calendar Stop Days: 151.00

Total Adjusted Calendar Days: 569.00

Director Environment & Planning
Greater Hume Shire Council

MINUTES
GREATER HUME COUNCIL AUDIT, RISK AND IMPROVEMENT COMMITTEE,
HELD ON 27 OCTOBER 2020

PRESENT

David Maxwell – Independent Chairperson
John Batchelor – Independent Committee Member
Cr Lea Parker – Councillor, Greater Hume Council
Matthew Knox – Internal Auditor Provider, National Audits Group (for Item 7)
Brad Bohun – External Auditor, Crowe Albury (for Item 6)
Dean Hart – Chief Financial Officer, Greater Hume Council
David Smith – Director Corporate & Community Services, Greater Hume Council
Jackie Lister – Risk & Safety Coordinator, Greater Hume Council

APOLOGIES

Cr Heather Wilton – Mayor, Greater Hume Council
Cr Tony Quinn – Councillor, Greater Hume Council
Steven Pinnuck – General Manager, Greater Hume Council

1. WELCOME AND APOLOGIES**RESOLVED [Parker/Batchelor]**

That the apologies from Cr Heather Wilton, Councillor Tony Quinn and Steven Pinnuck be accepted.

2. ACKNOWLEDGEMENT OF COUNTRY

Chairperson offered an Acknowledgement of Country at the commencement of the meeting: “I would like to acknowledge that this meeting is being held on the traditional lands of the Wiradjuri people, and pay my respect to elders both past and present”.

3. DECLARATIONS OF INTEREST

Nil

4. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING 8 SEPTEMBER 2020**RESOLVED [Batchelor/Maxwell]**

That the Minutes of the Greater Hume Council Audit, Risk and Improvement Committee meeting held on 4 August and 8 September 2020 as printed and circulated be confirmed as a true and correct record of the proceedings of the meetings.

5. BUSINESS ARISING FROM PREVIOUS MINUTES

- a. Meeting 4 August 2020. NIL
- b. Meeting 8 September 2020. NIL

6. ANNUAL FINANCIAL STATEMENTS AND EXTERNAL AUDIT

- a. Auditors Report on the financial statements (refer Annexure 2)
- b. Final Management Letter (refer Annexure 3)
- c. Engagement Closing Report (refer Annexure 4)
- d. Report on the Conduct of the Audit (refer Annexure 5)

MINUTES
GREATER HUME COUNCIL AUDIT, RISK AND IMPROVEMENT COMMITTEE,
HELD ON 27 OCTOBER 2020

Audit reports for the 2019/2020 Annual Financial Statements were tabled and considered by the Committee. Mr Brad Bohun, Crowe Albury, presented key aspects of the above reports.

RESOLVED [Parker/Batchelor]

That the Auditors Report on the financial statements and Report on the Conduct of the Audit be received and noted.

RESOLVED [Parker/Batchelor]

That the Final Management Letter be received and noted.

RESOLVED [Batchelor/Parker]

That the Engagement Closing Report be received and noted

7. INTERNAL AUDIT

Internal Audit Status Report.

RESOLVED [Parker/Batchelor]

That the Internal Audit Status Report be received and noted

Final Report Section 355 Committees (refer Annexure 6)

RESOLVED [Parker/Batchelor]

That:

1. The final internal audit report on Section 355 Committees be received and noted and that the recommendations be included in the Audit Follow Up Matrix.
2. Council ensure that any actions undertaken in respect to management of the committees is done in such a way as to ensure that the committees and volunteers are involved in the change process and accepting and understanding of any proposed changes.

8. REPORTS FROM OTHER AGENCIES AND OTHER MATTERS

a. Risk & Safety Coordinator to present a report on progress to date in the development of an Enterprise Risk Register

Risk & Safety Coordinator Jackie Lister presented a report on the development of an Enterprise Risk Register. Committee members were provided with copies of draft documents developed to date. Members to review documentation and the matter will be referred to the May 2021 ARIC meeting for further review and discussion and possible referral to Council for adoption.

RESOLVED [Batchelor/Parker]

That development of the Risk Register continue and that Risk & Safety Coordinator present a further update to the May 2021 ARIC meeting.

MINUTES
GREATER HUME COUNCIL AUDIT, RISK AND IMPROVEMENT COMMITTEE,
HELD ON 27 OCTOBER 2020

b. Verbal report from General Manager

The General Manager advised that there are no ICAC or Ombudsman matters to report. General Manager also confirmed that EFTPOS facilities have been implemented at Council swimming pools in order to reduce cash handling.

RESOLVED [Parker/Batchelor]

General Manager's verbal report be received and noted

9. COMMITTEE OPERATIONS

a. Committee Action Plan

No outstanding matters

b. Audit Committee Follow up Matrix

RESOLVED [Batchelor/Maxwell]

That:

1. That the audit follow up matrix be received and noted
2. Director Engineering be invited to the February ARIC meeting to present a report and action plan in respect to Stores & Depot Management

c. Forward Meeting Plan

RESOLVED [Batchelor/Maxwell]

That no changes be made to the Forward Meeting Plan other than amending dates for the 2021 year.

d. Review Audit Committee Universe – for discussion

No matters to discuss

e. Review Audit Committee Charter (refer recommendation in Report Annexure 9 and current ARIC Charter)

RESOLVED [Maxwell/Batchelor]

The Committee, having reviewed its Charter, recommends that it be confirmed unchanged pending the commencement of operation of Section 428A of the Local Government Act 1993.

f. External Member Rotation Plan – for discussion

RESOLVED [Batchelor/Maxwell]

External Membership of the ARIC continue under the current terms and Charter until amendments to Section 428A of the Local Government Act are implemented and operational.

10. NEXT MEETING

2 February 2021

There being no further business the meeting closed at 12.45pm

(NOTE: All meetings will commence 10am at the Culcairn Chambers)

CUCLARIN COMMUNITY DEVELOPMENT COMMITTEE MEETING 20TH OCTOBER 2020
CUCLAIRN COUNCIL CHAMBERS

PRESENT: Ken Scheuner, Paul Wilksch, Jacob Wilksch, Jennifer Christensen, Glenice Miller, Lolita Landman, Nicole Pope, Michelle Goode, Terry Weston, Les Frazer, Kirsty Wilksch.

ANNUAL GENERAL MEETING-

Ken read out his Chairperson's report. (will attach)

Terry conducted the elections,

Ken was nominated for Chairperson and Treasurer by Michelle, carried.

Paul was nominated for Vice Chairperson by ? carried.

Kirsty was nominated for Secretary by Les, carried.

Paul moved a motion of thanks to Ken and Kirsty for continuing to keep the committee going over the past months. Seconded by Michelle, carried.

MINUTES OF THE LAST MEETING 15 September 2020 were accepted on the motion of Jennifer, seconded Glenice, carried.

BUSINESS ARISING FROM MINUTES:

1. Trees for Balfour Street, much discussion, Greg has informed us that the type of Chinese Pistachios suggested DO NOT have berries, nuts etc. they are faster growing than the Chinese Elms and don't spread quite as wide as the Elms either. Another vote was taken -as the vote the week before by 7 people had the Chinese Elms ahead by a branch- 4 to 7, the Chinese Pistachio won. Secretary to inform Greg.
2. It was mentioned that the Business owners in Balfour Street have yet to be told about the work being planned. This is to be mentioned in a letter to Council.
3. Old D&D Building has been vandalised again. (side door facing east) mention in letter to Council.
4. The road re-building project between the Caltex Servo and the bridge over the Billabong Creek. Les has taken photos, spoken to representatives of Susan Ley, Justin Clancy and Roads and Maritime. Les moved that we write to Council stating that we do need a turning lane for the Bowling Club and Jubilee Park and that it should be included in the work planned. Now is the time to do it before there is an accident. Seconded Nicole, carried.
5. Christmas Trees-Michelle reported that she has sent letters to out and will put posters out shortly. The room is booked and she has written to Steve Pinnuck requesting a waiving of the hire fee. Will be looking for more helpers this year, and thinking of another way to do the voting.

OTHER BUSINESS:

1. 2 letters have been sent by secretary since the last meeting, 1 to the Council extra ordinary meeting about the NEOEN Culcairn Solar Farm VPA. A copy of letter will be

sent around-the Council was discussing the money that any development has to give to Council (1%) and the Community Benefit fund of (0.6%) that NEOEN offers. The letter sent was in support of the Community Benefit fund being kept separate from funds given to Council.

2nd letter was to Lynnette O'Reilly, Community officer of Greater Hume Shire and organiser of the NSW Healthy Towns initiative last year-there is the prize money of \$5,000 still waiting to be used. Nicole and Kirsty sent a proposal to her and the Healthy Towns committee requesting that the funds be put towards the Culcairn Town Masterplan Proposal. This would be to engage the Regional Design Service from Corowa to help us get this started. Yet to hear back from her.

2. Other things mentioned to go in the letter to Council- the Bike/Walking track is in need of some maintenance, on the Holbrook Road it needs building up with gravel, perhaps some small culverts, along the Golf club, it needs more mowing and weed spraying. Tables at Jubilee Park are extremely dangerous, they need replacing badly. And the fence at the front of the Railway Museum, one panel missing, will it be replaced?
3. The Garden Club are taking the Queen Elizabeth drive on as a project, hoping to put up a plaque with history details after more research has been done.

Meeting closed 9.20pm.

NEXT MEETING 17TH OF NOVEMBER, 7.30PM, BRING YOUR IDEAS FOR FUNDRAISING AND NIBBLIES. WINE, SOFTDRINK AND WATER WILL BE PROVIDED.