



Greater  
Hume  
Council

# **DEVELOPMENT CONTRIBUTIONS PLAN**

**SECTION 7.12 ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979**

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## 1. Administration & operation of the plan

### 1.1 What is the name of this development contributions plan?

This development contributions plan is called the *Greater Hume Council Section 7.12 Development Contributions Plan 2021* (“the development contributions plan”).

### 1.2 Application of this development contributions plan

The development contributions plan applies to all land within the local government area of Greater Hume.

### 1.3 When does this development contributions plan commence?

The development contributions plan commenced on XXX.

### 1.4 The purpose of this contributions plan

The primary purpose of the development contributions plan is:

- to authorise the imposition of a condition on all development consents and complying development certificates requiring the payment of a contribution pursuant to section 7.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act);
- to assist the Greater Hume Council (“council”) in providing the appropriate public facilities that are required to maintain and enhance amenity and service delivery within the Greater Hume local government area; and
- to publicly identify the purposes for which the levies are required.

### 1.5 When is the levy applicable?

The levy is applicable to applications for development consent and applications for complying development certificates under

Part 4 of the EP&A Act, except where exempt under section 1.6 below.

The amount to be levied is:

- 0.5% of development cost where the proposed cost of carrying out the development is more than \$100,000 but less than \$200,000; or
- 1.0% of development cost where the proposed cost of carrying out the development is \$200,000 or more.

### 1.6 Are there any exemptions to the levy?

Under section 7.17 of the EP&A Act, the Minister for Planning has directed that a levy cannot be imposed in respect of development:

- where the proposed cost of carrying out the development is \$100,000 or less; or
- for the purpose of disabled access; or
- for the sole purpose of providing affordable housing; or
- for the purpose of reducing a building’s use of potable water (where supplied from water mains) or energy; or
- for the sole purpose of the adaptive reuse of an item of environmental heritage; or
- other than the subdivision of land, where a condition under section 7.11 of the EP&A Act has been imposed under a previous development consent relating to the subdivision of the land on which the development is proposed to be carried out.

In addition, Council will not impose a levy in respect of development for which Council considers by formal ratification at a full Council meeting as an exemption. For such claims to be considered, any such development will need to include a comprehensive submission arguing the case for exemption.

### 1.7 Relationship with other plans and policies

The development contributions plan repeals the *Greater Hume Shire Council*

*Development Contributions Plan* commenced on 8<sup>th</sup> July 2019.

The development contributions plan supplements the provisions of the *Greater Hume Local Environmental Plan 2012* and any amendment or local environmental plan which it may supersede.

### 1.8 Pooling of levies

The development contribution plan expressly authorises money obtained from section 7.12 levies paid for different purposes to be pooled and applied (progressively or otherwise) for the public facilities listed in the works program (Schedule 1) in accordance with the staging set out in that Schedule.

### 1.9 Construction certificates and the obligation of accredited certifiers

In accordance with clause 146 of the *Environmental Planning and Assessment Regulation 2000* (“the EP&A Regulation”), a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of levies has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that levies have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the council in accordance with clause 142(2) of the EP&A Regulation. Failure to follow this procedure may render such a certificate invalid.

### 1.10 Complying development certificates and the obligations of accredited certifiers

In accordance with section 7.21 of the EP&A Act, a certifying authority (Council or an accredited certifier) must impose a condition requiring monetary contributions in accordance with the development contributions plan which satisfies the following criteria:

- Pursuant to section 4.17(1) of the EP&A Act and the development

contributions plan, a levy calculated in accordance with Section 1.11 below.

- The amount to be paid is to be adjusted in accordance with Section 1.14 below.

### 1.11 How will the levy be calculated?

The levy will be calculated as follows:

**Levy payable = L x \$C**

Where:

- **L** is 0.005 where the cost of development is more than \$100,000 and less than \$200,000 or 0.01 where the cost of development is \$200,000 or more; and
- **\$C** is the cost of carrying out the proposed development (calculated in accordance with Section 1.12 below).

### 1.12 How will the cost of carrying out the proposed development be calculated?

A development application or an application for complying development certificate must submit an estimated cost of development that has been calculated in accordance with clause 25J of the EP&A Regulation.

That clause provides as follows:

#### **25J Section 7.12 levy—determination of proposed cost of development**

*(1) The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following—*

- if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation,*
- if the development involves a change of use of land—the costs of or*

*incidental to doing anything necessary to enable the use of the land to be changed,*

*(c) if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.*

*(2) For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.*

*(3) The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development—*

*(a) the cost of the land on which the development is to be carried out,*

*(b) the costs of any repairs to any building or works on the land that are to be retained in connection with the development,*

*(c) the costs associated with marketing or financing the development (including interest on any loans),*

*(d) the costs associated with legal work carried out or to be carried out in connection with the development,*

*(e) project management costs associated with the development,*

*(f) the cost of building insurance in respect of the development,*

*(g) the costs of fittings and furnishings, including any refitting or refurbishing, associated with the development*

*(except where the development involves an enlargement, expansion or intensification of a current use of land),*

*(h) the costs of commercial stock inventory,*

*(i) any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law,*

*(j) the costs of enabling access by disabled persons in respect of the development,*

*(k) the costs of energy and water efficiency measures associated with the development,*

*(l) the cost of any development that is provided as affordable housing,*

*(m) the costs of any development that is the adaptive reuse of a heritage item.*

*(4) The proposed cost of carrying out development may be adjusted before payment, in accordance with a contributions plan, to reflect quarterly or annual variations to readily accessible index figures adopted by the plan (such as a Consumer Price Index) between the date the proposed cost was determined by the consent authority and the date the levy is required to be paid.*

*(5) To avoid doubt, nothing in this clause affects the determination of the fee payable for a development application.*

Without limitation to the above, council may review the estimated cost of development and may seek the services of an independent person to verify the costs. In these cases, all costs associated with obtaining such advice will be at the expense of the applicant and no construction certificate will be issued until such time that the levy has been paid.

### **1.13 When is the levy payable?**

A levy must be paid to council at the time specified in the condition on the development consent that imposes the levy. If no such time is specified, the levy must be paid prior to the issue of a construction certificate or complying development certificate.

### **1.14 How will the levy be adjusted?**

Contributions required as a condition of consent under the provisions of the development contributions plan will be adjusted at the time of payment of the contribution in accordance with the following formula:

**Contribution at time of payment**  
= \$C<sub>o</sub> + \$A

Where:

**\$C<sub>o</sub>** is the original contribution as set out in the consent condition; and

**\$A** is the adjustment amount which is:

**$\$C_o \times (\text{Current Index} - \text{Base Index})$**   
**Base Index**

where:

the **Current Index** is the most recent quarterly Consumer Price Index for Sydney as published by the Australian Bureau of Statistics (Ref:6401.0) at the time the levy is paid; and

the **Base Index** is the quarterly Consumer Price Index for Sydney as published by the Australian Bureau of Statistics (Ref:6401.0) for the period immediately prior to the date of the development consent.

*Note: In the event that the Current Index is less than the Base Index, the contribution payable shall be that stated in the consent condition.*

### **1.15 Can deferred or periodic payments be made?**

Council does not allow deferred or periodic payment of levies authorised by the development contributions plan.

## **2. Expected development & demand for public facilities**

The relationship between expected development and the demand for public facilities is established through:

- population growth in parts of the Shire;
- the future population will require the provision of additional public facilities; and
- the future population will diminish the existing population's enjoyment and standards of public facilities unless additional facilities are provided.

Council is committed to providing the equitable distribution of public facilities for the benefit and well-being of all residents. Council's works program (Schedule 1) identifies the public amenities or services to be provided, recouped, extended or augmented by contribution monies derived by this plan.

This development contributions plan applies to all land within the local government area of Greater Hume. The contributions levied will be applied towards meeting the cost of provision or

augmentation of public facilities that have been or will be provided across the entire local government area in accordance with the works program (Schedule 1).

Department of Planning, Industry and Environment Practice Note – February 2021 states there does not have to be a connection between the subject of the development consent levy and the object any monies derived are spent on. Consequently monies derived by this plan may be used to embellish public facilities in a location remote from that which the levy was derived (e.g. in another town).

Council may also levy contributions towards the provision of water and sewerage infrastructure. These contributions are levied under Section 64 of the *Local Government Act 1993* and therefore are not part of this Development contributions plan. Reference should be made to the separate contributions plan for levies towards water and sewer infrastructure.

## **3. Works program**

The works program (Schedule 1) identifies the public facilities for which section 7.12 levies under the EP&A Act will be required.

Levies paid to council under a condition authorised by the development contributions plan will be applied towards meeting the cost of provision or augmentation of public facilities that have been or will be provided. Schedule 1 provides a summary of public facilities, which have been or will be provided by council over the next five years, as well as the estimated cost of provision and timing.

## **4. References**

The following reference documents have been utilised in the preparation of this Section 7.12 Plan.

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2000*

- Department of Planning Industry and Environment Section 7.12 fixed development consent levies Practice Notes – February 2021
- *Greater Hume Local Environmental Plan 2012*

### **Dictionary**

In this plan, unless the context or subject matter otherwise indicates or requires, the following definitions apply:

**EP&A Act** means the *Environmental Planning and Assessment Act 1979*

**Council** means Greater Hume Shire Council

**Development contributions plan** means *Greater Hume Council Section 7.12 Development Contributions Plan 2021*

**levy** means a levy under s7.12 of the EP&A Act authorised by the development contributions plan

**public facility** means a public amenity or public service

**EP&A Regulation** means the *Environmental Planning and Assessment Regulation 2000*

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## Schedule 1 – Works Program

Public facilities to be funded/ embellished through section 7.12 contributions are listed in the following Schedule.

Project description	Project No	Estimated cost	Estimated time frame
Contribution to Flood Works	1	\$203,000	1 – 2 years
Morven Drainage – Brownrigg St	2	\$170,000	1 – 2 years
Jindera Multi-Purpose Hall	3	\$150,000	2 – 3 years
Jindera Dog Park	4	\$50,000	2 - 3 years
Culcairn Recreation Reserve Playground	5	\$70,000	2 – 3 years
Walla Walla Hall/Childcare Centre Carpark shade	6	\$150,000	3 - 5 years
Morven Community Park project	7	\$200,000	3 – 5 years
Holbrook Dog Park	8	\$50,000	3 – 5 years
Henty Public Toilet/RV Stop	9	\$200,000	3 – 5 years
Henty Dog Park	10	\$50,000	3 – 5 years
Culcairn Dog Park	11	\$50,000	3 – 5 years
Culcairn Public Toilet/RV Stop	12	\$200,000	3 – 5 years

## Schedule 2 Map of Location of Projects





**blueprint** | **PLANNING**  
& DEVELOPMENT

6 January 2021

Ref: 1574

General Manager  
Greater Hume Council  
39 Young Street  
HOLBROOK NSW 2644

Dear Sir

Re: **Proposed two lot subdivision – 91 Urana Street, Jindera NSW (Lot 82 DP710481)**

Please find the **attached** written submission in regard to clauses 4.1 and 4.6 of the *Greater Hume Local Environmental Plan 2012* in support of the accompanying Development Application lodged by the Applicant.

Should any further information be required I can be contacted on 02 6023 6844 or at [james@blueprintplanning.com.au](mailto:james@blueprintplanning.com.au)

Yours sincerely,  
Blueprint Planning

James Laycock MPIA, RPIA  
PRINCIPAL PLANNER

/Encl.

**Submission<sup>1</sup> supporting the proposed variation of the minimum subdivision lot size development standard under clause 4.1 of the *Greater Hume Local Environmental Plan 2012* from 600 square metres to 505 square metres (15.8% variation)**

**1. What is the name of the environmental planning instrument that applies to the land?**

The *Greater Hume Local Environmental Plan 2012* (LEP) applies to 91 Urana Street, Jindera NSW (Lot 82 DP710481)(the Site).

**2. What is the zoning of the land?**

The Site is zoned RU5 Village Zone (RU5 zone) under the LEP.

**3. What are the objectives of the zone?**

The objectives of the RU5 zone under the LEP are –

*To provide for a range of land uses, services and facilities that are associated with a rural village.*

*To protect the amenity of residents.*

**4. What is the development standard being varied?**

The development standard that is proposed to be varied is the minimum subdivision lot size.

**5. Under what clause is the development standard listed in the environmental planning instrument?**

The development standard that is proposed to be varied applies under clause 4.1 of the LEP.

**6. What are the objectives of the development standard?**

The objective of the development standard under clause 4.1 of the LEP is –

*to ensure land use and development is undertaken on appropriately sized parcels of land consistent with the objectives of the relevant zone.*

**7. What is the numeric value of the development standard in the environmental planning instrument?**

The numeric value of the development standard that is proposed to be varied under the LEP is the minimum subdivision lot size of 600 square metres.

<sup>1</sup> Prepared and adapted in accordance with *Varying development standards: A Guide* (NSW Department of Planning and Infrastructure, 2011).

**8. What is the proposed numeric value of the development standard in your development application?**

The proposed numeric value of the varied development standard is 505 square metres.

**9. What is the percentage variation (between your proposal and the environmental planning instrument)?**

The percentage variation from 600 square metres to 505 square metres is 15.8%.

**10. How is strict compliance with the development standard unreasonable or unnecessary in this particular case?**

Strict compliance with the 600 square metre minimum subdivision lot size development standard is unreasonable or unnecessary in this particular case because –

- the Site is occupied by an existing shop and is located in the 'central business district' of Jindera with the streetscape of Urana Street adjacent and nearby the Site representative of town 'main street' commercial development character with higher density building development,
- the Site is long and skinny being 50.3 metres long and 20.1 metres wide with an existing shop occupying approximately 50% of the width of the Site and, because the Site benefits from rear lane access, the Site lends itself to additional street frontage shop development given that car parking can adequately occur at the rear of the Site, and
- the quantum of the variation is minor being only 15.8%.

In this regard and in regard to applicable town planning case law<sup>2</sup> the objective of the development standard under clause 4.1 of the LEP –

- is achieved notwithstanding noncompliance with the 600 square metre minimum subdivision lot size development standard, and
- would be defeated or thwarted if compliance was required and therefore compliance is unreasonable.

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<sup>2</sup> Wehbe v Pittwater Council [2007] NSW LEC 827.



	Response
<b>LEP clause 4.1: Minimum subdivision lot size</b>	
(1) <i>The objectives of this clause are as follows—</i>	
(a) <i>to ensure land use and development is undertaken on appropriately sized parcels of land consistent with the objectives of the relevant zone.</i>	Refer to comments below.
(2) <i>This clause applies to a subdivision of any land shown on the Lot Size Map that requires development consent and that is carried out after the commencement of this Plan.</i>	Applies to the Site and the proposed two lot subdivision of the Site.
(3) <i>The size of any lot resulting from a subdivision of land to which this clause applies is not to be less than the minimum size shown on the Lot Size Map in relation to that land.</i>	The proposed two lot subdivision of the Site with each proposed lot being 505 square metres is less than the development standard of 600 square metres and therefore LEP clause 4.6 applies – refer to comments below.
(4) <i>This clause does not apply in relation to the subdivision of any land—</i>	
(a) <i>by the registration of a strata plan or strata plan of subdivision under the Strata Schemes Development Act 2015, or</i>	Not relevant.
(b) <i>by any kind of subdivision under the Community Land Development Act 1989.</i>	Not relevant.
<b>LEP clause 4.6: Exceptions to development standards</b>	



<p><i>(1) The objectives of this clause are as follows—</i></p> <p><i>(a) to provide an appropriate degree of flexibility in applying certain development standards to particular development,</i></p> <p><i>(b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.</i></p>	<p>It is considered that the 15.8% variation to the minimum subdivision lot size development standard from 600 square metres to 505 square metres satisfies the objectives to <i>provide an appropriate degree of flexibility and to achieve better outcomes for and from development by allowing flexibility</i> because of the particular circumstances of the Site, namely –</p> <ul style="list-style-type: none"> <li>• the Site is occupied by an existing shop and is located in the 'central business district' of Jindera with the streetscape of Urana Street adjacent and nearby the Site representative of town 'main street' commercial development character with higher density building development,</li> <li>• the Site is long and skinny being 50.3 metres long and 20.1 metres wide with an existing shop occupying approximately 50% of the width of the Site and, because the Site benefits from rear lane access, the Site lends itself to additional street frontage shop development given that car parking can adequately occur at the rear of the Site, and</li> <li>• the quantum of the variation is minor being only 15.8%.</li> </ul>
<p><i>(2) Development consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.</i></p>	<p>The minimum subdivision lot size development standard under clause 4.1 of the LEP which applies to the Site which is zoned RU5 zone under the LEP is <u>not</u> expressly excluded from the operation of this clause.</p>
<p><i>(3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating—</i></p>	<p>This written submission is to be taken as the subject <i>written request from the applicant.</i></p>



<p>(a) <i>that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and</i></p>	<p>Compliance with the 600 square metre minimum subdivision lot size development standard is unreasonable or unnecessary in this particular case because –</p> <ul style="list-style-type: none"> <li>• the Site is occupied by an existing shop and is located in the 'central business district' of Jindera with the streetscape of Urana Street adjacent and nearby the Site representative of town 'main street' commercial development character with higher density building development,</li> <li>• the Site is long and skinny being 50.3 metres long and 20.1 metres wide with an existing shop occupying approximately 50% of the width of the Site and, because the Site benefits from rear lane access, the Site lends itself to additional street frontage shop development given that car parking can adequately occur at the rear of the Site, and</li> <li>• the quantum of the variation is minor being only 15.8%.</li> </ul>
<p>(b) <i>that there are sufficient environmental planning grounds to justify contravening the development standard.</i></p>	<p>There are sufficient environmental planning grounds to justify contravening the 600 square metre minimum subdivision lot size development standard because the resulting vacant lot of the proposed subdivision (proposed Lot 1) is reasonably expected to be developed with a similar shop building land use and development (with rear lane access and rear car parking) which would not be out-of-character with the 'main street' commercial development character of Urana Street adjoining and nearby the Site.</p>
<p>(4) <i>Development consent must not be granted for development that contravenes a development standard unless—</i></p>	
<p>(a) <i>the consent authority is satisfied that—</i></p> <p>(i) <i>the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and</i></p>	<p>It is considered that all matters in subclause (3) are addressed and reasonably demonstrated.</p>



(ii) *the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*

The objective of the development standard under clause 4.1 of the LEP is –  
*to ensure land use and development is undertaken on appropriately sized parcels of land consistent with the objectives of the relevant zone.*

The objectives of the RU5 zone under the LEP are –

*To provide for a range of land uses, services and facilities that are associated with a rural village.*

*To protect the amenity of residents.*

The proposed two lot subdivision will be in the public interest because the following utilitarian outcomes will be reasonably achieved –

- the resulting vacant lot of the proposed subdivision (proposed Lot 1) is reasonably expected to be developed with a similar shop building land use and development (with rear lane access and rear car parking) which would not be out-of-character with the 'main street' commercial development character of Urana Street adjoining and nearby the Site,
- full-time and part-time employment opportunities are likely to be created with a future shop development which will strengthen the socio-economic viability and resilience of Jindera,
- the future development of the Site for a shop development will in all likelihood comply with Ecologically Sustainable Development principles<sup>3</sup> including using, conserving and enhancing the community's resources so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be increased.

<sup>3</sup> National Strategy for Ecologically Sustainable Development (Council of Australian Governments, 1992).



<p><i>(b) the concurrence of the Planning Secretary has been obtained.</i></p>	<p>Not relevant because Council can assume concurrence of the Planning Secretary pursuant to <i>Planning Circular PS 08-003</i>.<sup>4</sup></p>
<p><i>(5) In deciding whether to grant concurrence, the Planning Secretary must consider—</i></p>	
<p><i>(a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and</i></p>	
<p><i>(b) the public benefit of maintaining the development standard, and</i></p>	
<p><i>(c) any other matters required to be taken into consideration by the Planning Secretary before granting concurrence.</i></p>	
<p><i>(6) Development consent must not be granted under this clause for a subdivision of land in Zone RU1 Primary Production, Zone RU2 Rural Landscape, Zone RU3 Forestry, Zone RU4 Primary Production Small Lots, Zone RU6 Transition, Zone R5 Large Lot Residential, Zone E2 Environmental Conservation, Zone E3 Environmental Management or Zone E4 Environmental Living if—</i></p>	<p>Not relevant – The Site is zoned RU5 zone.</p>
<p><i>(a) the subdivision will result in 2 or more lots of less than the minimum area specified for such lots by a development standard, or</i></p>	

<sup>4</sup> <https://www.planning.nsw.gov.au/-/media/Files/DPE/Circulars/planning-circular-variations-to-development-standards-2008-05-09.pdf>





<p>(b) the subdivision will result in at least one lot that is less than 90% of the minimum area specified for such a lot by a development standard.</p>	
<p>(7) After determining a development application made pursuant to this clause, the consent authority must keep a record of its assessment of the factors required to be addressed in the applicant's written request referred to in subclause (3).</p>	<p>...</p>
<p>(8) This clause does not allow development consent to be granted for development that would contravene any of the following—</p>	
<p>(a) a development standard for complying development;</p>	<p>Not relevant.</p>
<p>(b) a development standard that arises, under the regulations under the Act, in connection with a commitment set out in a BASIX certificate for a building to which State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 applies or for the land on which such a building is situated;</p>	<p>Not relevant.</p>
<p>(c) clause 5.4.</p>	<p>Not relevant.</p>

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Document Name	Document Version Number	Review Date
Access to Council Plant and Equipment Policy	1.0.1	April 2025
Date Adopted	Minute Number	Status
<a href="#">Click Here to Enter Date</a>	<a href="#">Insert Minute Number Here</a>	New Policy

### Purpose

To provide in kind assistance to community groups and organisations within the shire by the way of providing plant equipment outside of normal operating hours free of charge.

### Scope

Community groups and organisations within the shire.

### Definitions

Nil

### Policy Content

Council will consider providing assistance through the provision of plant and equipment outside normal operating hours 'free of charge' to community groups and organisations within the Greater Hume Council area for the purpose of exercising Council functions of providing community, sporting and recreational projects, services and facilities under the following guidelines.

### Plant

1. The community committee/organisation can negotiate with a suitably qualified Council operator to donate their time out of hours.
2. Such use must be approved by either the Director Engineering or the Works Manager is sought prior to use.

Plant available under this Policy includes Graders, Front end loaders, Backhoes, Trucks etc.

### Equipment

Equipment will also be made available under the following guidelines:

1. Arrangements are made with Council's Store at least one week prior to the event.
2. Suitable times are made to collect and return the equipment from/to the Culcairn Works Depot or other depots by arrangement.

Equipment available under this Policy includes garbage bins, bollards, witches hats, safety tape, barrier mesh etc.

### Links to Policy

Nil

### Links to Procedure

Nil

### Links to Forms

Nil

### References

Nil

### Responsibility

General Manager

**Document Author**

General Manager

**Relevant Legislation**

Local Government Act, 1993

**Associated Records**

Nil

Draft

## Statement of Business Ethics Policy

Document Name	Document Version Number	Review Date
Statement of Business Ethics Policy	Insert Version Number Here	Click Here to Enter Date
Date Adopted	Minute Number	Status
Click Here to Enter Date	Insert Minute Number Here	Re Adopted, No Alterations

### Purpose

This statement provides guidance for the private sector when doing business with Greater Hume **Shire** Council.

It outlines Council's ethical standards and expectations of goods and service providers and contractors in all of their dealings with Council. The Statement will also outline what goods and service providers and contractors can expect of Council.

Council aims to promote integrity, ethical conduct and accountability throughout Council's operations.

**Our Council** staff are expected to maintain high standards of integrity and ethical conduct, consistent with the positions of trust they hold and we expect no less of the service providers and contractors that undertake work for Council.

### Scope

This policy applies to Councillors, employees, suppliers and/or service providers when doing business.

### Definitions

Nil

### Policy Content

#### **Council's business principles**

This statement will ensure that all **its Council's** business relationships are honest, ethical, fair and consistent in obtaining best value for money. Best value for money does not automatically mean the lowest price. Council will balance all relevant factors including initial cost, whole of life cost, quality, reliability and timeliness in determining true value for money.

Part of obtaining best value for money will also include ensuring that all our business relationships are honest, ethical, fair and consistent.

Council business will be transparent and open to public scrutiny wherever possible.

#### **What you can expect from Council**

Council will ensure that all its policies, procedures and practices relating to tendering, contracting and the purchase of goods and services are consistent with best practice and highest standards of ethical conduct.

**Council** staff are bound by Council's Code of Conduct when doing business with the private sector and will be expected to:

- Abide by the law and all relevant policies and procedures
- Use public resources effectively and efficiently
- Deal fairly honestly and ethically with all individuals and organisations
- Avoid conflicts of interest (whether real or perceived)
- **Make appropriate Related Parties Declarations as required**

## Statement of Business Ethics Policy

In addition all Council procurement activities are guided by the following core business principles:

- All potential suppliers will be treated with impartiality and fairness and given equal access to information and opportunities to submit bids
- All procurement activities and decisions will be fully and clearly documented to provide an effective audit trail and allow for effective performance review of contracts
- Tenders will not be called unless Council has a firm intention to proceed to contract
- Council will not disclose confidential or proprietary information.

### **What Council expects of our suppliers, consultants and contractors**

Council requires all private sector providers to observe the following principles when doing business with Greater Hume Shire Council:

- Respect the obligations of Council staff to act in accordance with this statement
- Not exert pressure on Council staff to act in ways that contravene the business ethics or code of conduct of Council
- Not offer staff inducements or incentives such as money, gifts, benefits, and entertainment or employment opportunities
- Provide accurate advice and information when required
- Act ethically, fairly and honestly in all dealings with Council
- Declare any actual or perceived conflicts of interest as soon as you become aware of the conflict
- Prevent the unauthorised release of privileged or confidential information, such as commercial-in-confidence information.

### **Why should the private sector comply with the statement?**

By complying with Council's Statement of Business Ethics you will be able to advance your business through the opportunity to bid for public sector work on a level playing field. You will also enhance your capacity to undertake public sector work with similar compliance requirements in the future.

As all Council suppliers of goods and services are required to comply with this statement, no provider will be disadvantaged in any way. By complying with Council's principles this will also prepare your business for dealing with the ethical requirements of other government agencies, should you wish to do business with them.

Consequences for not complying with the principles of business ethics as outlined in this statement can be significant for both public officials and people doing business with Council.

Consequences for Council staff include investigation, disciplinary action, dismissal or potential criminal charges.

Consequences for private sector partners could lead to:

- Investigation for corruption or other offences
- Possible loss of work
- Damage to reputation
- Termination of contracts
- Loss of rights (such as loss of operating or trade licences or loss of development approval).

It should be noted that any individual can be found corrupt by the Independent Commission Against Corruption (even if they are not a public official) if they try to improperly influence a public official or a public authority's honest or impartial exercise of their official functions.

## Statement of Business Ethics Policy

### Some Practical Guidelines

#### Incentives: Gifts, benefits, hospitality, meals, travel and accommodation

Advice in relation to Gifts and Benefits can be found in Council's Code of Conduct and additionally Council has also adopted a Bribes, Gifts and Benefits Policy which states that:

"It is Council's preferred position that:

- gifts and benefits not be offered to Councillors, staff and delegates
- gifts and benefits are not to be solicited
- gifts and benefits should be actively discouraged by Councillors, staff and delegates
- people doing business with Council should understand that they do not need to give gifts or benefits to Councillors, staff and delegates to get high quality service.

Gifts and benefits fall into two categories, those that are more than nominal value and those of nominal value (see definitions below).

Gifts below nominal value (token) can be accepted without disclosing details to a supervisor, the General Manager or the Mayor (in the case of Councillors).

For the purposes of this policy "nominal value" is described as goods and/or services which have nominal value (ie less than \$10.00).

Generally speaking, nominal (token) gifts and benefits may include:

- Gifts of single bottles of reasonably priced alcohol to individual Council officials at end of year functions, public occasions or in recognition of work done (such as providing a lecture/training session/address)
- Free or subsidised meals, of a modest nature, and/or beverages provided infrequently (and/or reciprocally) that have been arranged primarily for, or in connection with, the discussion of official business.
- Free meals, of a modest nature, and/or beverages provided to Council officials who formally represent Council at work related events such as training, education sessions and workshops.
- Refreshments of a modest nature, provided at conferences where you are a speaker.
- Ties, scarves, coasters, tie pins, diaries, chocolates, flowers and small amounts of beverages.
- Invitations to appropriate out of hours "cocktail parties" or social functions organized by groups, such as, Council Committees and community organisations.

Nominal value gifts and benefits may only be accepted if the gift is not likely to be seen as compromising Councillors or employees. If you have any doubt if the gift/benefit is nominal (token) or not you should discuss it with your Director or the General Manager.

On the rare occasion that gifts, with more than a nominal value, are accepted, the details of the gift must be disclosed and recorded in the publicly available gifts and benefits register held by Council. These gifts become the property of Council to be disposed of appropriately. More than nominal (non token) gifts and benefits are those with a significant value.

You must never accept an offer of money, regardless of the amount.

## Statement of Business Ethics Policy

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Generally speaking, more than nominal (token) gifts and benefits may include:

- Tickets to major sporting events
- Corporate hospitality at a corporate facility at a sporting venue
- Discounted products for personal use
- The frequent use of facilities such as gyms
- Use of holiday homes
- Free or discounted travel
- Free training excursions
- A new job or a promotion
- Preferential treatment, such as queue jumping
- Access to confidential information
- Goods and items donated to Council and employee functions.

If you receive a gift of more than nominal (token) value in circumstances where it cannot reasonably be refused or returned, you should accept the gift and disclose this promptly to your supervisor, the Mayor or the General Manager. The supervisor, Mayor or General Manager will ensure that the gifts received are recorded in a Gifts Register.”

### Conflicts of Interest

All Council staff are required to disclose any potential conflicts of interest. Council also extends this requirement to business partners, contractors and suppliers. A conflict of interest can be either:

1. Pecuniary – An interest that a person or company has in a matter because of a reasonable likelihood or expectation of financial gain or loss to the person with whom the person is associated or,
2. Non Pecuniary – A private or personal interest of an official or staff member or delegate that does not amount to a pecuniary interest as defined in the Local Government Act 1993 (eg: a friendship, membership of an association, society or trade union, or involvement or interest in an activity an may include an interest of a financial nature (DLG Model Code of Conduct).

Any complaints about possible conflict of interest should be directed to Council’s General Manager for attention.

### Sponsorship and related practices

Council will not ask for, entertain or enter into any sponsorship or similar arrangement that is not open and transparent or if such sponsorship creates a perception that it could be part of an attempt to improperly influence any organisational decision-making process.

### Confidentiality

Information that is considered sensitive may have commercial implications for Council together with staff matters of a personal nature will be considered confidential.

Under the Government Information (Public Access) Act 2009, confidential information may be accessed upon payment of the appropriate application fees and application to Council’s Public Officer.

## Statement of Business Ethics Policy

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### **Ethical Communication**

Providers of goods and services should ensure that communication is clear, direct and accountable to minimise the risk of perception of inappropriate influence on any business relationship.

If communication needs to be confidential for commercial in confidence or personal reasons, the communication shall still abide by the principles of clear, direct and accountable.

### **Use of Council Resources**

All Council resources must be used ethically, effectively, efficiently and carefully in the course of official business and must not be used for private purposes (except when supplied under a contract of employment) unless lawfully authorised and proper payment is made where appropriate.

### **Secondary Employment**

Under the Local Government Act 1993, all Council staff must obtain consent of the General Manager for any secondary employment that relates to the business of Council or might conflict with their Council duties. The General Manager will make the final determination whether to grant or refuse consent. Secondary employment will not be approved if it has the potential to create a real or perceived conflict of interest between the staff member's public role and their private interest.

### **Expectations of Contractors and Sub Contractors**

Council emphasises that all Contractors and Sub Contractors will be expected to be aware of and comply with the Statement of Business Ethics.

### **Who to contact about the Statement of Business Ethics**

If you are concerned about a possible breach of this Statement, or about conduct that could involve fraud, corrupt conduct, maladministration or serious and substantial waste of public funds, please contact the General Manager, Greater Hume Shire Council by one of the following methods:

Letter: PO Box 99, Holbrook, NSW 2644

Email: [mail@greaterhume.nsw.gov.au](mailto:mail@greaterhume.nsw.gov.au)

Phone: (02) 6036 0100

Persons reporting corrupt conduct are protected by the Public Interest Disclosures Act 1994. This Act protects individuals disclosing corruption related matters from reprisals or detrimental action and ensures that disclosures are properly investigated and dealt with.

### **Links to Policy**

[Access to Information Policy](#)

[Procurement Policy](#)

[Internal Reporting \(Public Interest\) Disclosure Policy](#)

[Related Parties Disclosure Policy](#)

[Secondary Employment Policy](#)

### **Links to Procedure**

[Procurement Procedure](#)



## Statement of Business Ethics Policy

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### Links to Forms

Government Information (Public Access) Act 2009 Access Application Form  
Bribes, Gifts and Benefits Register Form

### References

Nil

### Responsibility

Councillors, staff, delegates and suppliers/contractors

### Document Author

Director Corporate & Community Services

### Relevant Legislation

Local Government Act 1993  
Government Information (Public Access) Act 2009  
Public Interest Disclosures Act 1994

### Associated Records

Nil

DRAFT

# Lavington – Jindera Shared Path

Community Consultation  
Summary



AlburyCity

**Prepared by**  
<Group Name>

**Endorsed by**  
<Name>  
<Day> <Month> <Year>

# Lavington – Jindera Shared Path

## Introduction

The proposed Lavington – Jindera shared path is a collaboration between AlburyCity and Greater Hume councils.

The path has been discussed for a number of years, with media coverage in the Border Mail on several occasions in recent years.

In 2019, a working party comprising Albury and Greater Hume councilors and staff was established to investigate the viability of the proposed path.

DRAFT

## **Engagement Process**

### **Survey**

An online and hard copy survey was promoted through both AlburyCity and Greater Hume social media accounts.

### **Have your say webpage**

A 'Have your say' webpage on the AlburyCity website was developed for the consultation process. This page provided general information about the project, key considerations (environmental issues) and linked users to the survey.

There were 991 web sessions with 63% of referrals coming from social media, 8% from campaign monitor, 8% direct to the page and 3% organically.

Greater Hume also developed a 'Have your say' page on their website which contained the same information.

### **Promotional activities**

#### **Social Media Posts**

##### *Facebook*

There were two posts to the AlburyCity Facebook page which achieved a reach of 16,571 with 120 reactions, 54 comments, 74 shares and 370 link clicks.

Greater Hume also promoted the consultation via their Facebook page with five posts throughout the consultation period.

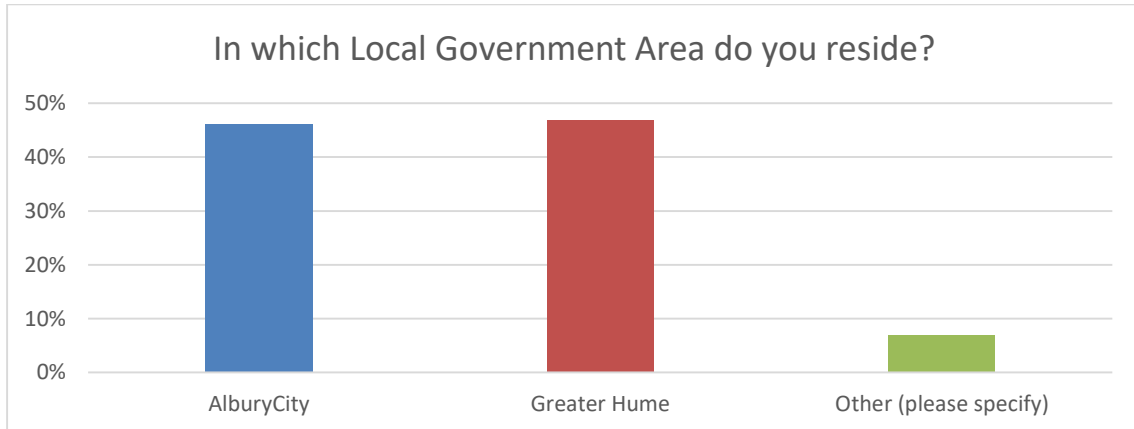
##### *Instagram*

There was one post to the AlburyCity Instagram which achieved a reach of 517 with 29 reactions, 2 comments and 8 link clicks.

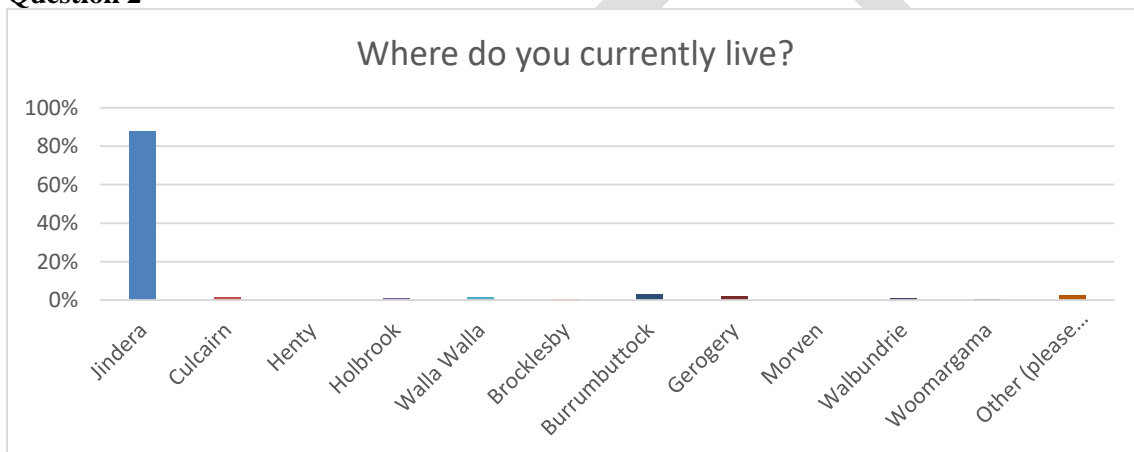
## **Survey Results**

The survey was hosted online via SurveyMonkey and in total there were 655 responses.

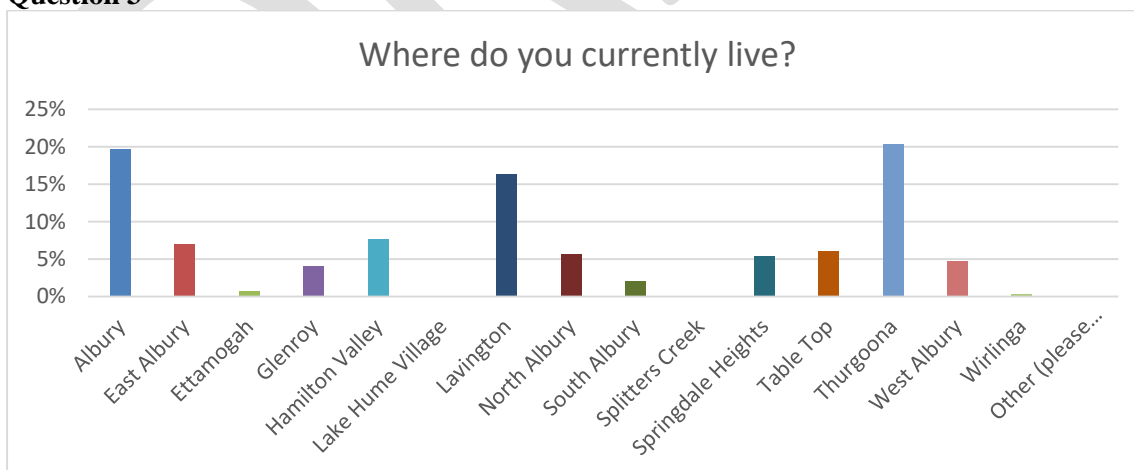
**Question 1**



**Question 2**

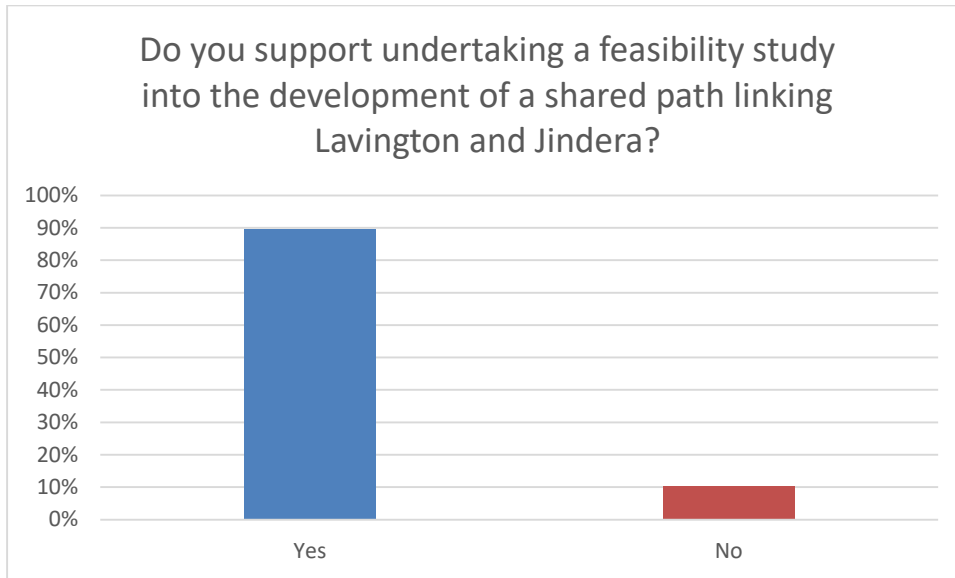
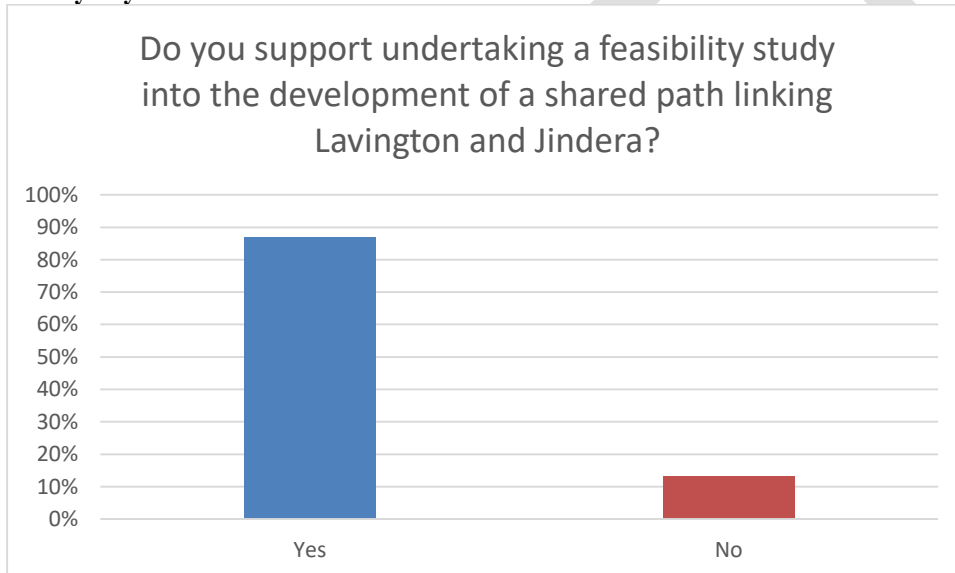


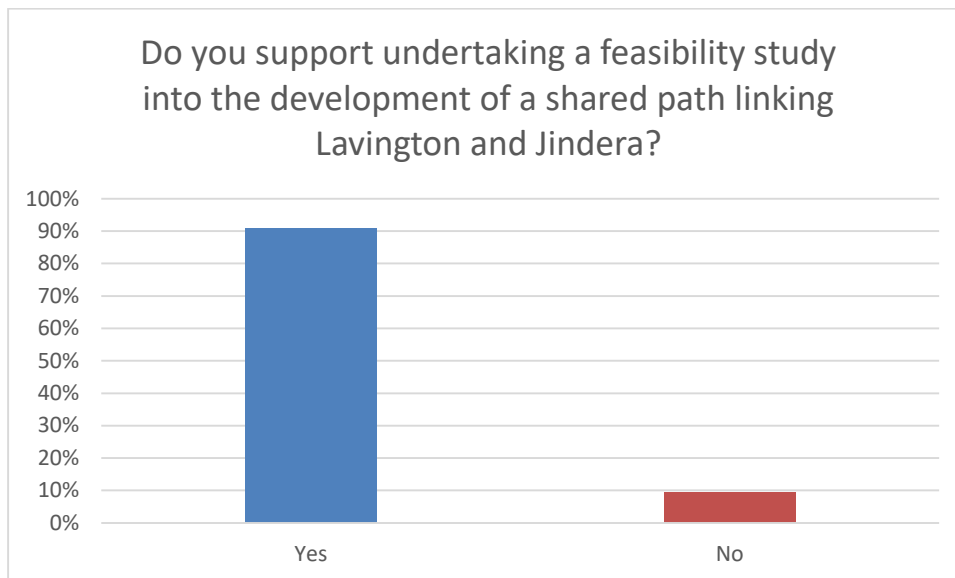
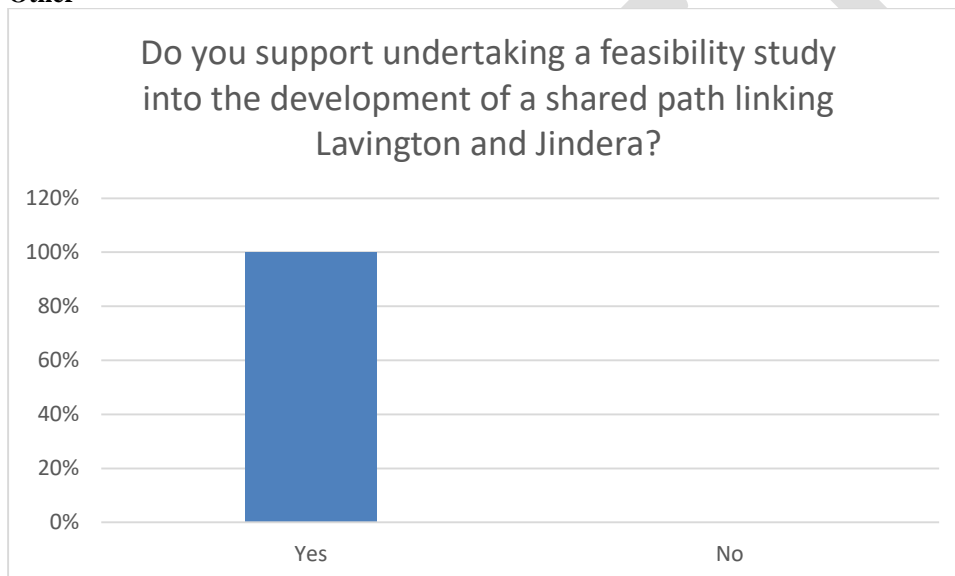
**Question 3**



**Question 4**

For the remaining questions, responses have also been grouped according to location (AlburyCity, Greater Hume or Other).

**All****AlburyCity****Greater Hume**

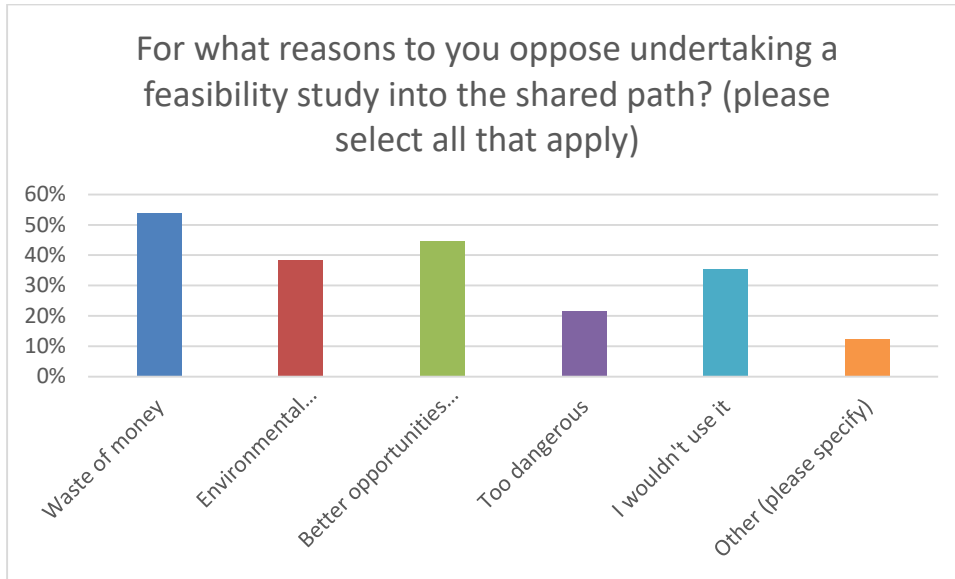
**Other****Findings:**

- Overall there was 90% support for undertaking a feasibility study.
- Support from Albury residents was slightly lower (87%) than Greater Hume (91%), whilst all respondents from outside these LGAs were supportive of further investigations.

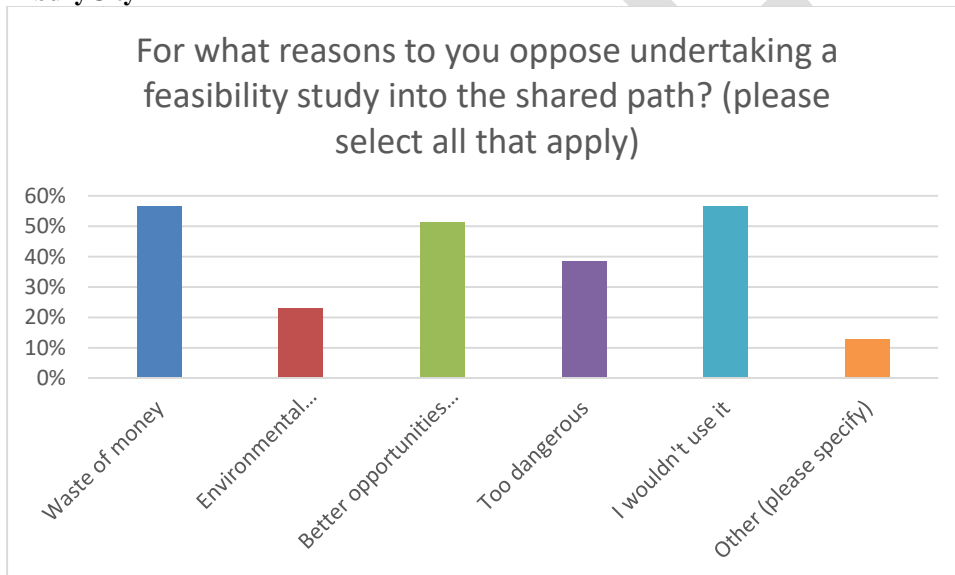
**Question 5**

This question was only asked of those who answered in Q.4 that they do not support undertaking a feasibility study into the shared path.

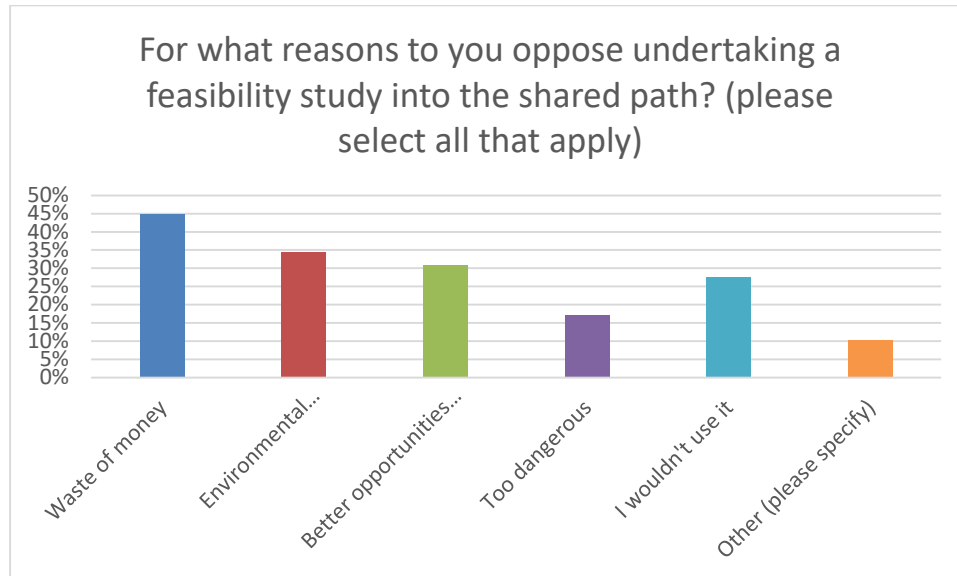
### All



### AlburyCity





**Greater Hume****Other**

No respondents from outside AlburyCity or Greater Hume completed this question.

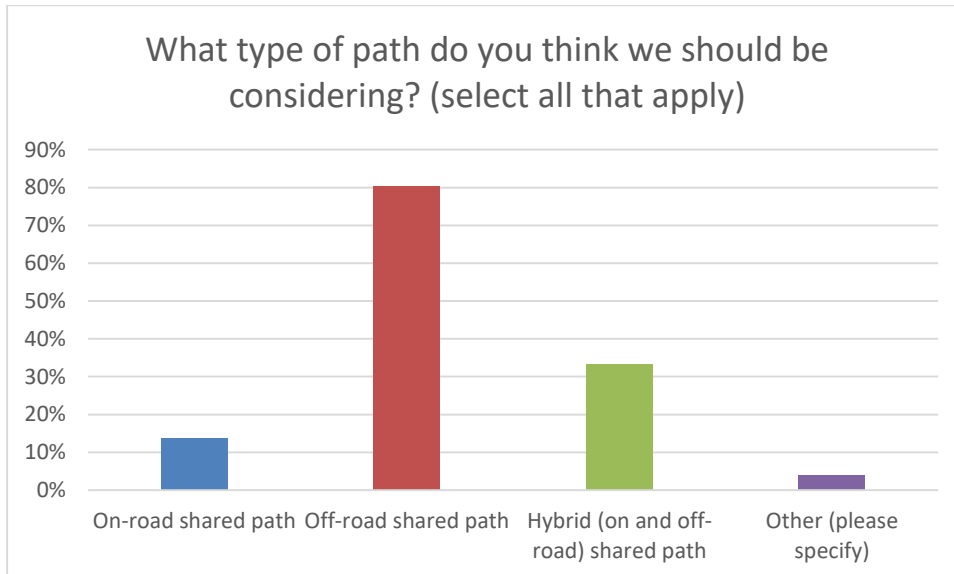
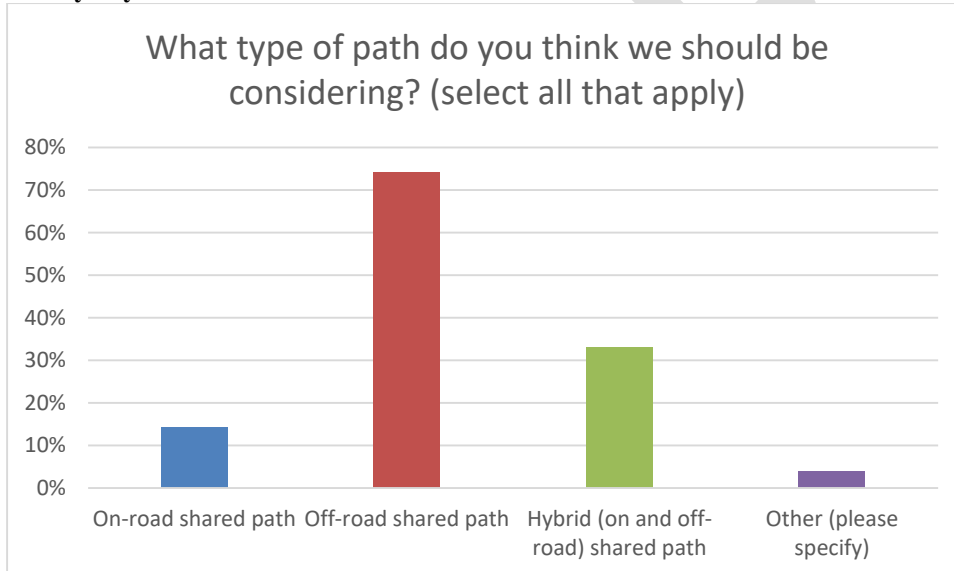
**Findings:**

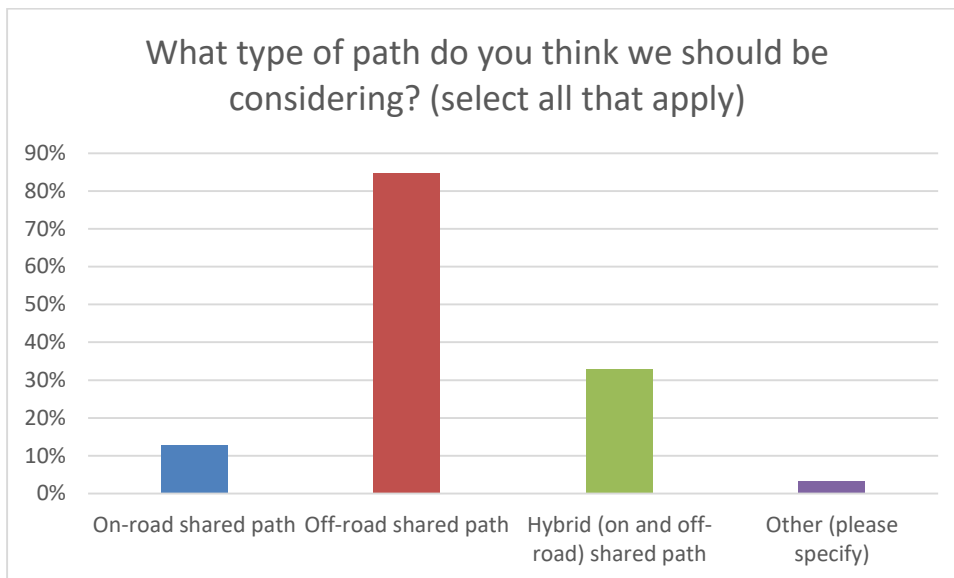
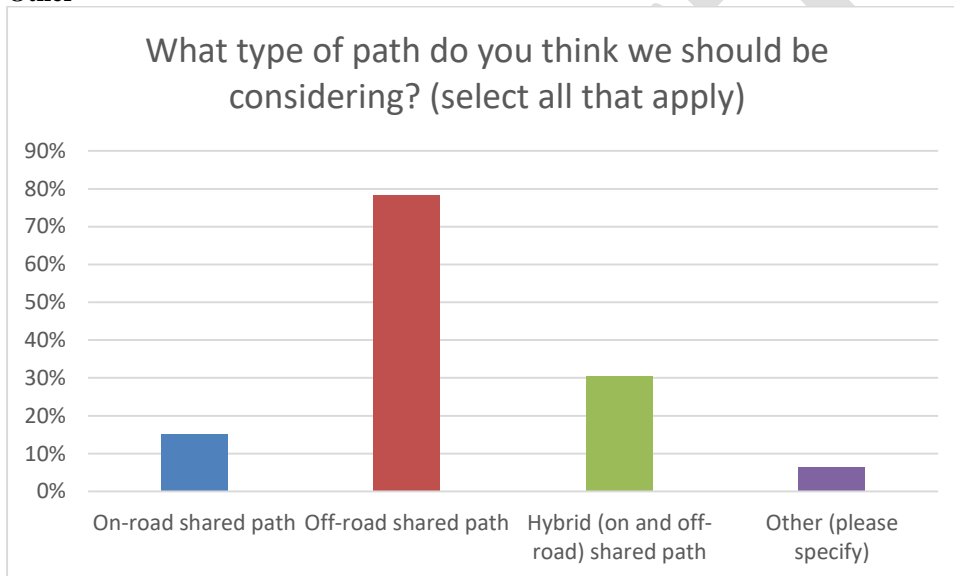
- Waste of money was the most commonly cited reason why community oppose undertaking a feasibility study into the shared path. This was slightly more common from respondents based in AlburyCity than Greater Hume.
- Greater Hume residents were significantly more concerned about the potential environmental impacts.
- More than half of AlburyCity residents who oppose the path believe there are better opportunities elsewhere or would not use the path.

After completing Q.5, respondents who oppose the path skipped directly to Q.10.

**Question 6**

Respondents who answered in Q.4 that they support undertaking a feasibility skipped directly to Q.6.

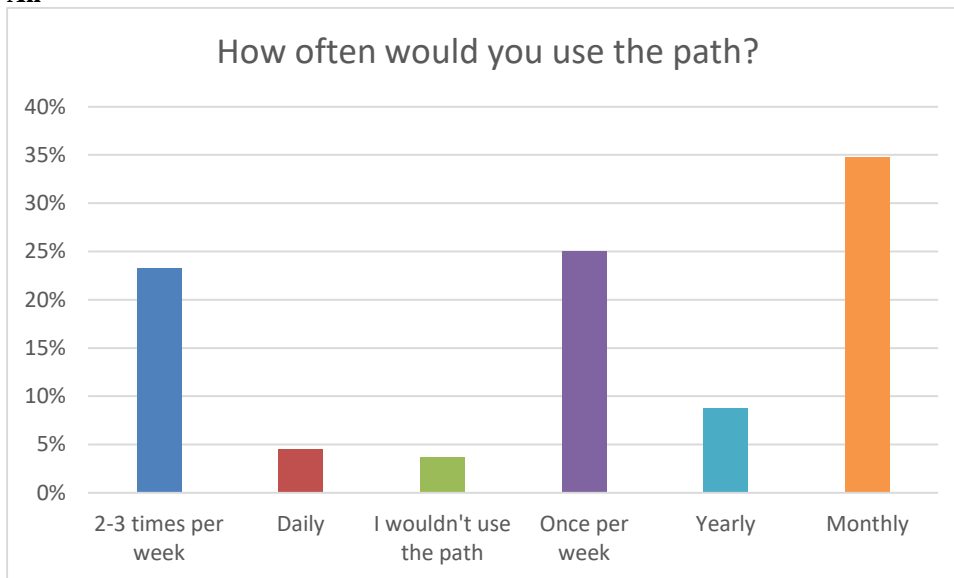
**All****AlburyCity****Greater Hume**

**Other****Findings:**

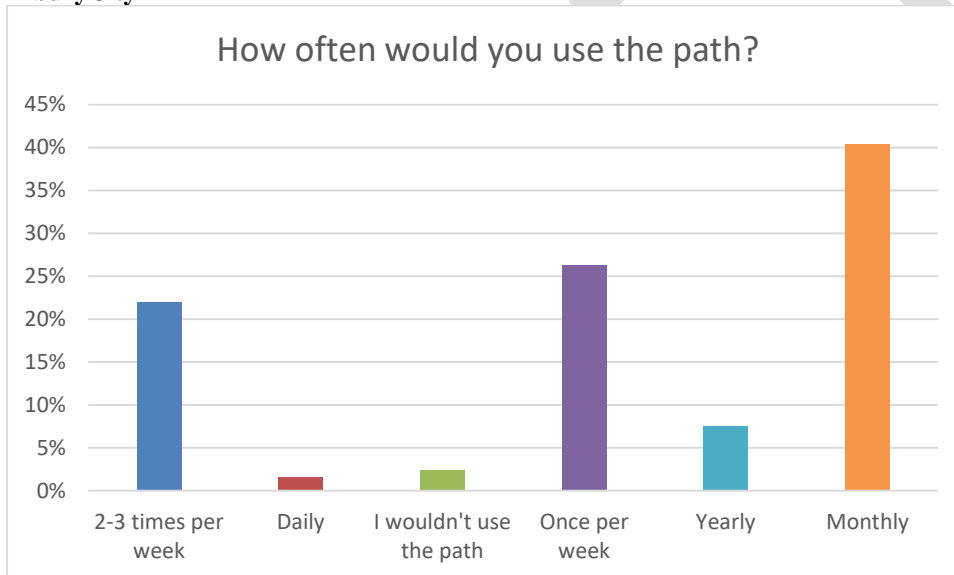
- An off-road shared path was clearly the preferred design, followed by a hybrid option.

## Question 7

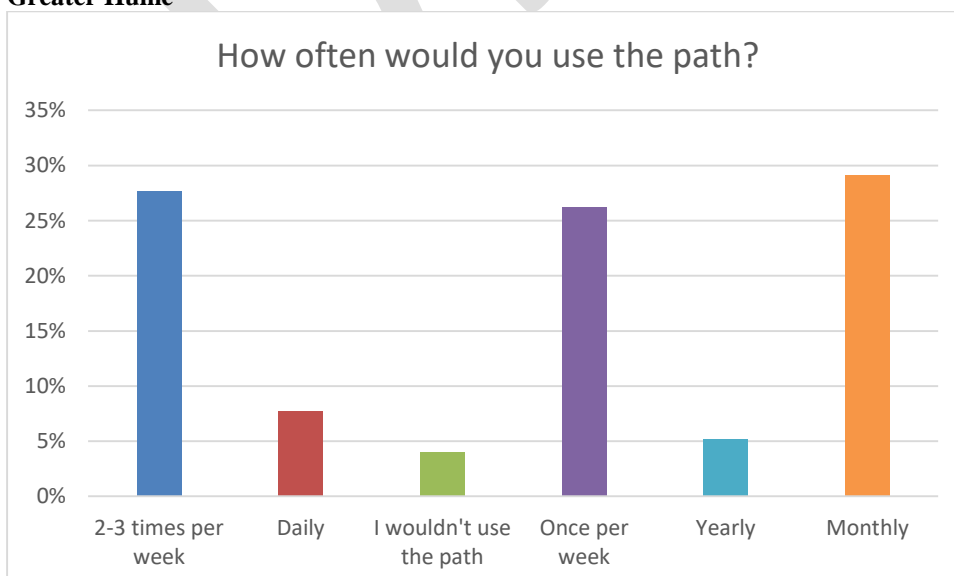
All

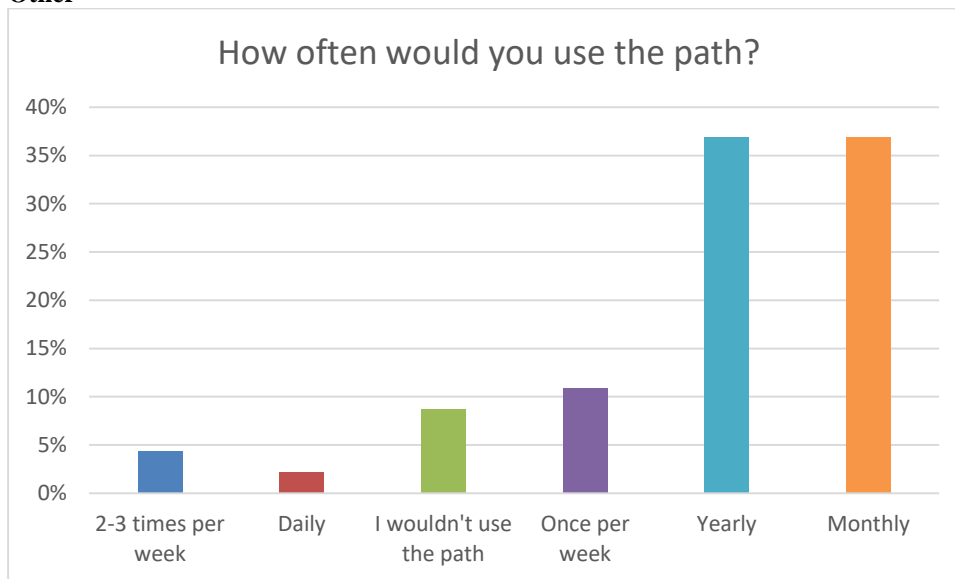


AlburyCity

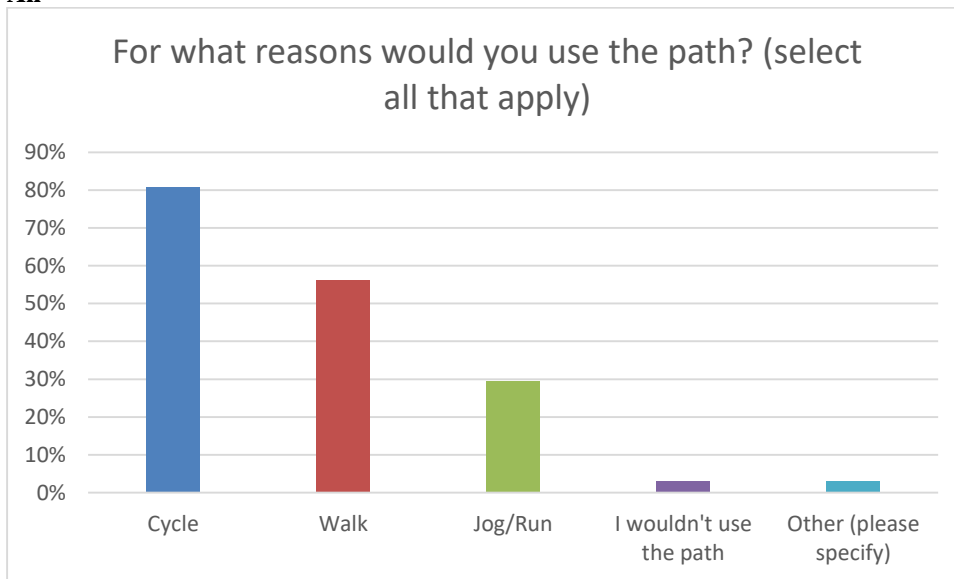
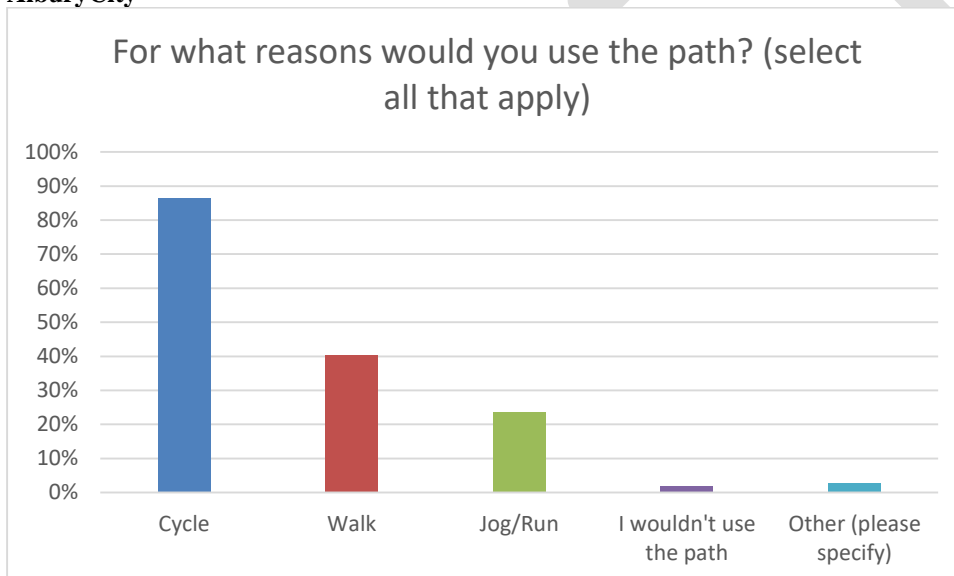


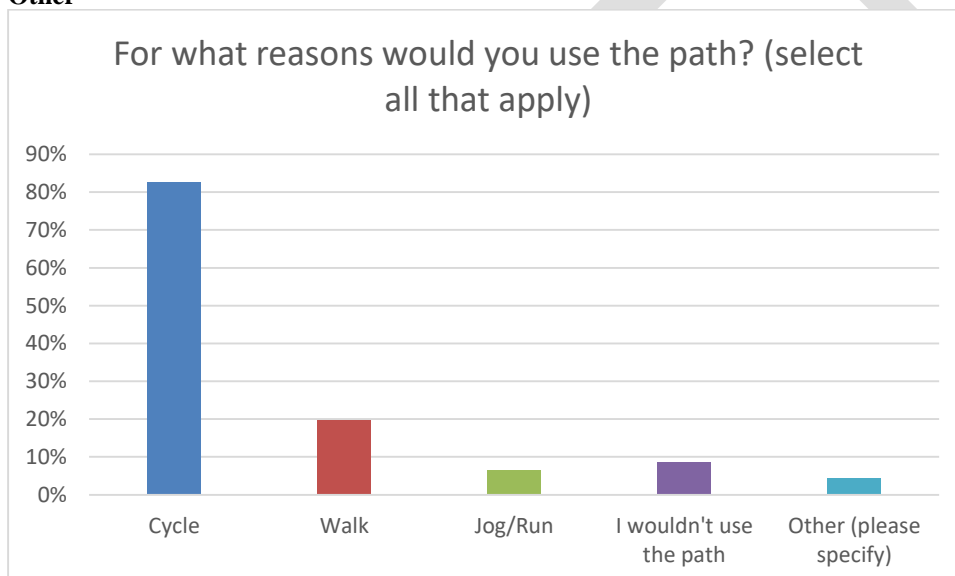
Greater Hume



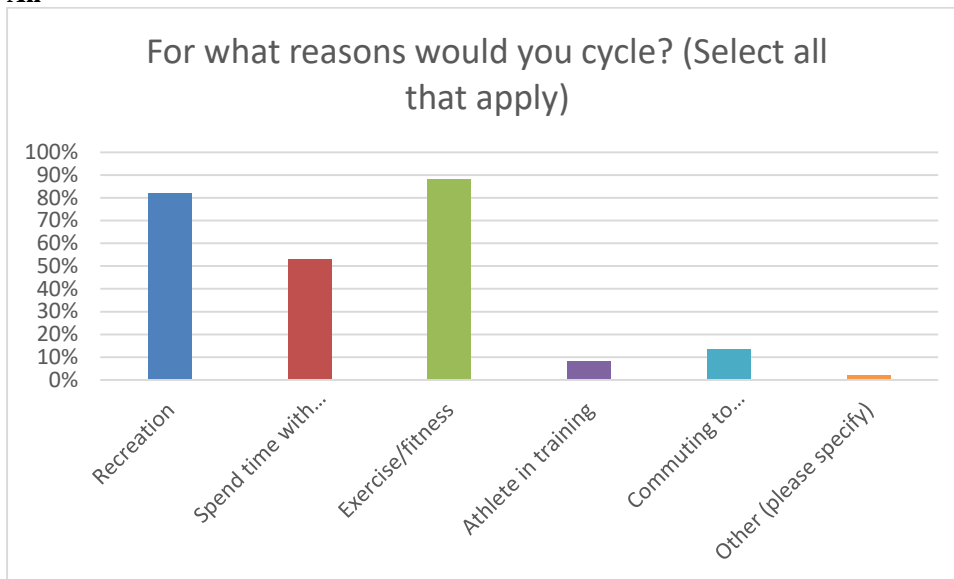
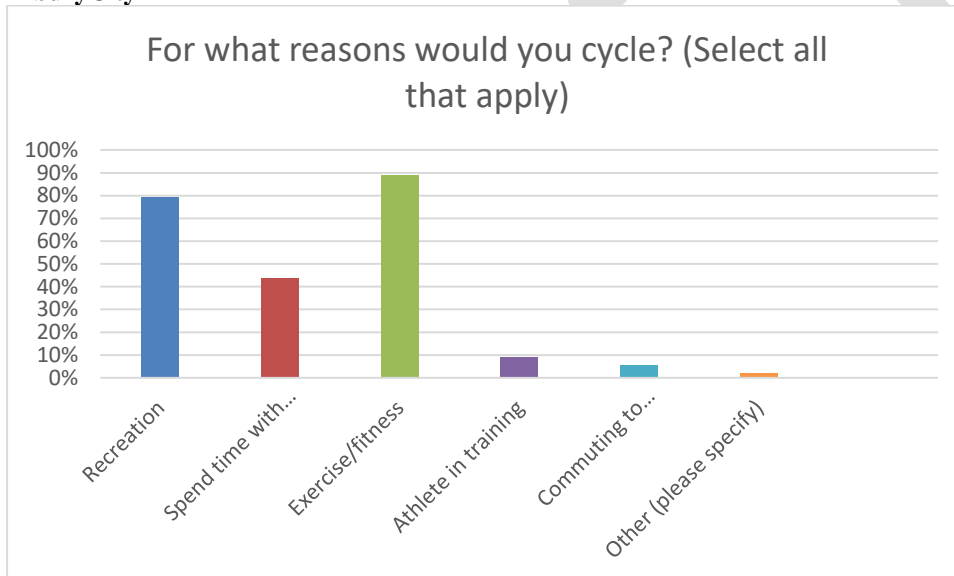
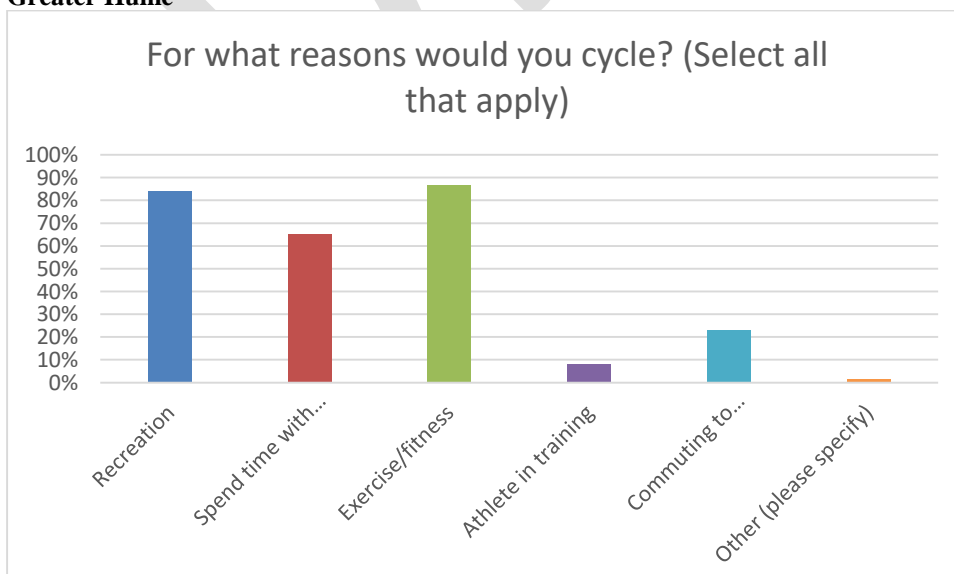
**Other****Findings:**

- Residents outside Albury and Greater Hume were most likely to use the path monthly or yearly.
- Half of Albury residents supporting the path would use the path at least once per week with a further 40% using it monthly.
- 62% of Greater Hume residents would use the path at least once per week with a further 29% using it monthly.

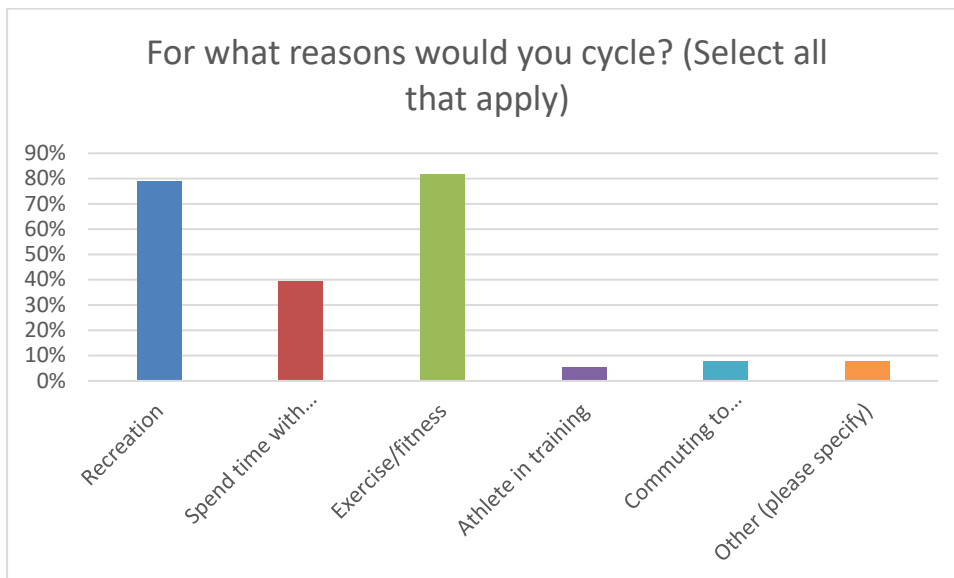
**Question 8****All****AlburyCity**

**Greater Hume****Other****Findings:**

- Cycling and walking were clearly the most common reasons for using the path.
- For visitors to the region, cycling was the primary reason they would use the path.
- Horse riding and roller-skating received multiple mentions in 'Other' responses.

**Question 9****All****AlburyCity****Greater Hume****Other**





**Findings:**

- Exercise/fitness was the most common reason for cycling followed by recreation and spending time with friends/family.
- There was a significant higher number of people who would commute to work/education from Greater Hume than Albury.

**Question 10**

All open ended responses have been captured as an appendix.

Comments were overwhelmingly supportive of the path with common responses including:

- Emphasising that the path is needed due to the current road being unsafe for cyclists.
- Need for seating/bathrooms/drink bottle refill stations along the path.
- Need to ensure sufficient width of the path to safely accommodate pedestrians and cyclists.
- Great for tourism.
- Suggestions for building an alternate or complimentary path linking Lavington with Thurgoona and Table Top.

Of those opposing the path, comments generally centered on environmental concerns and the path being a waste of money.

## Appendix 1

### Q.1

In which Local Government Area do you reside?

'Other'

Rockingham WA	Wagga Wagga
Moira VIC	Wodonga
Wodonga	Indigo
Lyndsey	Wodonga
Indigo	Wodonga
Fairfield	Wodonga
Wodonga City	Wodonga
Wodonga	Queenscliff
Newcastle	Indi
Melbourne	Wodonga
Newcastle but frequent Albury regularly.	Coffs Harbour
georges river	Wodonga
Darebin	Wodonga
Queanbeyan Palerang	Wodonga
Jindera	Wodonga
ACT	Moreland
Cootamundra Gundagai	East Gippsland
Wollongong	Indigo shire
Wagga	Wodonga
Wodonga city	Wodonga
City of Wodonga	Mitchell Shire Council
Mildura	Wagga
Wodonga	Snowy Valleys

### Q.2

Where do you currently live? (Greater Hume)

Bungowannah	Bowna
Thurgunna moving to Jindera	Bowna
Bungowannah	Mullengandra
Glenellen	Bungowannah

### Q.5

For what reasons to you oppose undertaking a feasibility study into the shared path?

'Other'

AlburyCity

I think it should just go ahead
There are dozens of roads around our beautiful city which would be much more suitable for us to spend money on, where we KNOW it would get used, and not be bashing a track through beautiful bushland.
Who would use it? Linking out th th weird would be better
The terrain for this proposal has great variety of elevation and for the Mum Dad family cyclists it would be too difficult. For more keen cyclists at that advance stage of skills to be able to cycle on these elevation changes, they are more likely to use the road, not a pathway.

Vickers Rd needs a path before here, before someone gets hit by a car again. Please look into this, kids walking on a bee busy rd
---

## Greater Hume

The road is too narrow to create this path; moreover the Jindera population is highly rustic and farm oriented to have the time for this activity. The money for this would be better spent in widening the road.
---

They are generally overpriced. If it could be done in house would be great.
---

I'm sure it's already been done.
----------------------------------

## Q.6

What type of path do you think we should be considering?

'Other'

## AlburyCity

I would like to see a on-road cycle lane for cyclists only. As this is a popular and growing route for cyclist it is also a growing concern for the safety of cyclist as Trucks, cars and more people are traveling the gap. As Jindera grows so will the need for a cycle lane for safety for cyclists and cars etc... this will also help with congestion as leaving room to avoid cyclist is growing harder to do as leaving appropriate space between the vehicle and the rider when trying to pass. I also think, any connection is better than no connection, while I think a on road cycle lane is the most important, I also support a off road that promotes healthy living, walking, social riding and connection for the two end of town between Lavinton and Jindera.
---

A separate path made with tar that is not shared with cars
--

The gold standard is off road, do it once, do it properly!
--

In my experience shared paths only work if there is pedestrian education to keep left especially when a bicycle bell is rung. Serious riders (those who ride at speed) ride on the road in the frustration and danger of accidents with pedestrians, dogs and children on bikes. Also roads have the least number of corners and inclines whereas all too often cycle paths go up and over every cutting they encounter, like the one out to Thurgoona. Another reason why serious cyclists ride on the road.
---

what is best for the environment
----------------------------------

Off road, separate parallel tracks for cyclists and walkers
---

Off road bicycle-only path
----------------------------

Connected path: breaks in a path make the path useless for those who need it most (eg. See Albury-Thurgoona at Racecourse, Corrys, Thurgoona Dr)
--

It would be nice also to have a path along gerogery road and tyman roads for the walkers as we have to walk with cars and trucks doing 100 - 80 ks. Especially in winter when visibility is low
---

However if feasibility study is too expensive in regards to environmental studies on road shared path is a good option
--

## Greater Hume

Whatever is feasible given the terrain and location
---

I think it need to be separate from the road in speed zones heater than 60km/h
--

Eco friendly suspendedd bike an walking track
---

I dont know, but something safe for walkers and cyclists off the road
---

Any path would be better than the dangerous present road
--

First preference would be off road shared path
--

Push Bike and walking track only
----------------------------------

We are desperately need safe roads for all types of riding for the roads today are unsafe due to extra trucks and vehicles over the years
---

Off road would be the safest option but considering the cost .of these studies, if this in any way would prevent the consideration and completed construction of the path, then a safer and more
--

environmentally option should be considered before the project is dismissed.
--

Other

Shared pathways are not cycleways. They are dangerous for walkers and cyclists and are usually too narrow.
--

Road surface separate bike path for road bikes
--

Depends on feasibility of all options
---------------------------------------

**Q.8**

For what reasons would you use the path?

'Other'

AlburyCity

roller blade
--------------

Also if driving (which is daily) the safety of cyclists would greatly Benefit and promote more cyclists.
--

Kids
------

Cycle to work
---------------

Horse riding
--------------

Roller skiing
---------------

Junior cycling training
-------------------------

Greater Hume

I would like to see all the above use this path save the road for motor vechiles
--

Horse
-------

Walking my dogs on leads
--------------------------

Horse riding
--------------

Horse ride
------------

kids
------

Wildflower walks
------------------

I would use it with my children and grandchildren as well as with the group I ride with
---

Ride horse
------------

Other

fun
-----

Roller skating
----------------

**Q.9**

For what reasons would you cycle?

'Other'

AlburyCity

Scouts
--------

Enjoyment
-----------

visit relatives in Jindera
----------------------------

Paths are not safe for bike athletes in training. Road is necessary for that
--

Greater Hume

kids
------

Socially with different people I ride with
--

Have been riding in this area for 9 years with a weekly group.

Other

fun

As part of Touring route from my home to Western NSW

Holiday

#### Q.10

Is there anything else you would like us to consider in relation to the proposed shared path?

AlburyCity

I believe this is a great initiative and should go ahead. It encourages people to use more sustainable methods of transport and provides a safe option for doing so - riding a bike or walking along Urana road in its current state is dangerous. It will also encourage more people to visit Jinderra and boost foot/cycle traffic to local business. I previously lived in Nelson, NZ, where the local council set up a large network of cycle trails in the local area. It turned out to be a huge hit with locals and tourists alike. see link for info - <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/investing-in-cycling/urban-cycleways-programme/nelson-urban-cycleways-programme/>

Get the cyclists off the road- they're dangerous

Should go from Ettamogah Rise to Jinderra.

The road is dangerous for drivers and cyclists when trying to share the road

Horses

Drink bottle refill station

It would be fantastic

Wide for bike riders going down hill, especially for hikers safety

Lights

No

Nil

Yes- albury needs an indoor 50mt aquatic center first

Not at present

Yes please do this, it would be a wonderful asset for the community

Wide enough for pedestrians and cyclists

Keeping the path clear of debris.

I would be prepared to volunteer time in order to make this happen.

Toilet amenities somewhere along path also

No

Yes build it quick someone on a bike is going to get killed riding over the gap just a matter of time.path will get used everyday by walkers and bike riders.it needs to happen.greater Hume half albury city half.EASY AS

As jinderra grows, the gap is already becoming a concern for congestion and traffic - cyclist as encouraged and like the gap - if we are looking at the growth and future needs between Albury and jinderra - safety should be our first concerns. It won't be long before a big Semi comes round a bend at 80km/hr and finds a cyclists doing 20km/hr to find a fatal injury or death.. looking forwards - we need to protect - as well as promote this space for healthy living and future traffic problems etc... what a great opportunity to solve a number of problems in the one decision.

Creating a safe loop between Albury, Thurgoona, Table Top, Jinderra, Lavington with a few rest stops/parks along the route. Whilst it would provide a safe walking/bike track for locals it would also attract visitors in to the area.

Safety
Where above road might work better in some situations (a bridge travelling above the main road)
No
Safety, drinking water, road crossings.
Complete the footpath between Kerrs road and Thurgoona drive that people have asked for 5 years
Consider the environment
It would be much cheaper and of more use to make a well maintained verge to the existing roadway. This would make a safe path for cyclists and have no adverse environmental impact. Also the ongoing cost of maintaining a dedicated path cannot be justified.
Have been waiting for many years for this to happen. We seem to have been able to put paths all over Thurgoona so why hasn't this happened yet.
Only have the path if there is no habitat and environmental destruction. Otherwise consider a bike path to places like Bowna Reserve.
PLEASE build this path. If Albury (and to some degree Greater Hume) council continues to develop and provide safe cycling infrastructure (either dedicated bike paths or adequate road shoulders), there is real scope for Albury to further put itself on the map in terms of being a great place to live and work. Clearly Jindera gap is already a popular cycling route. But this is with people who are already strong cyclists. I think that are a lot of other 'casual' cyclists who would like to do more, but aren't comfortable riding up over the gap because it's too daunting trundling up the hill with cars flying past at 80km/hr. Unfortunately though this means that the quieter roads (e.g. Bungo road) are also out of reach. In contrast, the rail trail between Myrtleford and Beechworth is really popular (likewise the track around the weir) because people can just relax and dawdle along at their own pace.
Environmental protection should be a high priority. As such elevated sections which don't require significant earthworks would be ideal.
Great idea, It brings communities closer in a healthy way
Any initiative to get cyclists off the dangerous Urana Rd pass to Jindera is a good idea
Make sure the path is wide enough for both cyclists and pedestrians to pass without stepping off the path's surface.
Drink station/rest area/lookout at Jindera Gap, near Jelbart Road.
No
Don't consider stupid things
I think that this would be a really terrific addition to the trail network and excellent for the communities in Lavington and Jindera. The newly built Tumberumba rail trail is a great example of how people who previously didn't ride bikes now do because there is a great track. In terms of the threatening processes to the Grassy Box Woodlands, I think that the top three concerns are; feral goats, increase in bushfire frequency and intensity and climate change. Having a track through this ecological community could present a great opportunity to showcase to the community.
We need more off road cycle paths, Albury to Jindra and back is a nice ride and good for exercise, some of it is not safe, a separate cycle path you encourage more cycling and commuting on the route.
An off road path would be a wonderfully safe community facility. At present the road is very busy and quite unnerving cycling beside the traffic. I would definitely use the path more often if it was a safer option.
I feel that sharing the verge on the side of the road with cars is still risky and uncomfortable for cyclists because you never know if the approaching cars from behind are watching carefully and concerned for the cyclists safety.
Use that black bitumen stuff it looks better and softer and quieter to ride on
Great idea and allow bikes to get over Jindera gap in a safer situation.
Must be smooth road base. Footpath like in Albury is not going to be used by road cyclists forcing them onto the road and making the path useless.
I think Lighting would be too expensive, but I am concerned there could be an opportunity for

<p>crime/graffitti if it is off-road and out of the public eye. Also litter problems. Ongoing expenses for maintenance and mowing of verge needs consideration as an additional cost to ratepayers. Overall, I support the concept and think it will further enhance the region's growing reputation of a cycling freindly destination.</p>
<p>If the proposed route presents threats to endangered flora and fauna, then change the route, or clearly identify areas off limits to human access.</p>
<p>I see far more cyclists riding to the weir. This road is dangerous for bikes and a bike path to the weir would be money better spent.</p>
<p>If this idea goes ahead,why not think about similar off road to the Hume weir?</p>
<p>This is a continuation of the Alb/Wod "wheel hub" - some of our paths have already been constructed to the outside of the wheel. We can become a tourist mecca of safe and enjoyable riding. 1. Path from Albury to the Hume Village. 2. Path from Hume Village to Bellbridge 3. Path from Albury to Table top 4. Path from Albury to Jindera 5. Path from Albury to Splitters Creek ... Howlong **Interconnecting path between Albury and Wodonga via old railway line. 6. Path from Wodonga exiting the railway bridge path to Bandiana ... Corryong 7. Path from Bandiana to Killara, Ebden, Hume Village 8. Path from Wodonga to Baranduda. 9. Path from Wodonga to Baranduda - Kiewa, Yackandanda 10. Path from Wodonga to Yackandah/Beechworth 11. Path from Wodonga to Barnawartha/Chiltern 12. Path from Wodonga to Rutherglen THIS SHOULD BE THE BIG PICTURE! Albury/Wodonga is blessed on two counts - flat terrain and excellent riding weather ... year-round. It is a tourist gold mine waiting to happen. By far the biggest attraction would be the construction of the Murray River trail - Towong/Khancobin to Wellington, S.A. - international tourist would flock to that challenge. I would be happy to be a part of any committee with these ideas and this vision in mind. David Henricus 0488662290 - henricus1958@gmail.com</p>
<p>Would be wonderful to have as it would enable cyclists to be much safer by riding off-road, and for walkers to venture out further afield and be safe.</p>
<p>Make the road wide enough for road cyclists to not have to move into the lane across bridges. Implement maintenance to sweep debris from roadway, and trim trees back from edge. Make separated shared path that is more scenic, and family friendly with stops and vista. Make well connected to other paths. It shouldn't just be utilitarian.</p>
<p>Don't make it concrete with expansion joints ,the major of cyclist won't ride on it</p>
<p>Do not waste money on a feasability study, this community consultation should be enough of a waste of your time. Listen to the community and hear that we think our money should be spend on the existing path network. How about spending more money on installing lighting on some of the paths that are not along roadways?</p>
<p>I think this an excellent idea and the environmental issues can be overcome with clever design. Its up to the engineers to be sensitive.</p>
<p>Look how successful rail trails are in Vic. This could become a "thing" for energetic tourists and the community in general</p>
<p>The surface should be sealed hot mix. Width must accommodate easy passing in both directions.. Please minimize the changes of directions of the path. This route would be more commuter or serious cyclists out for a ride and a track that weaves around such as the path out Borella rd that winds all over the place can create dangerous situations.</p>
<p>Please do one from Table top also there are so many families out here and we're a bit neglected in terms of facilities. It is an important investment as it's such a busy area now thankyou.</p>
<p>Sensitive wildlife habitat is too often destroyed by putting pathways through it, especially if dogs are allowed to wander (placing wildlife and cyclists at risk). I like the idea of a cycle path but not at the expense of sensitive habitat. If the path is on the side of the road there needs to be a barrier between cars and the path, it doesn't have to be high, but enough to alert cars that they have crossed into a bike lane. Keep left at all times signage and education of what part of the path users need to occupy is crucial. My guess is that even with a cycle path serious bike riders will still use the road due to fear of pedestrian collisions and the more direct route the road takes.</p>
<p>The current route is certainly popular with the cyclists, despite the risks, which are far too high. It's an accident waiting to happen.</p>

Would be good if the path was wide enough so that cyclists could ride at a reasonable speed (more than just recreational). Otherwise I would continue to ride on the road.
good idea
Off road would be better for older and younger users
Providing safe cycling infrastructure should be a priority for all levels of Government. With challenges of climate change, traffic congestion cycling should be seen as a reliable, safe and sustainable form of transport.
Please make sure that it's wide enough for safe passing
re building of road to 4 lanes
no
Build it & they will come.
Riding to Jindera would be made safer with a dedicated type path.
I would also like to see the proposed path connected to the existing subdivisions in Huseke Road and Pioneer Drive and other future proposed subdivisions along Urana Road. The inclusion of other residential areas will make the path more viable and create community connectivity within the Jindera and the wider Albury-Jindera communities
Please build the cycle path. A group of us ride every Tuesday and Thursday mornings and feel quite unsafe riding up and over jindera gap.
For cyclists to use the path it must be cleaned/swept regularly . Cyclist will not use if glass & debris on it, then they will be back on the road.
As a road cyclist I ride up the Jindera Gap rd but would appreciate the road widened where the bike lane virtually disappears at several spots.
I'm not sure if the council realise just how many people use that road for cycling. This could potentially save peoples lives as in cyclists and motor vehicle drivers.
I think this would be great for both communities, it could even turn into a yearly event eg. (Nail can hill run)
This is a great project - please proceed
I run a business in Jindera and this path would boost our business substantially.
Rest area, seats, water bubbler.
Wildlife that's in the area
Perhaps a bike path from ettamogah rise to jindera also?
Shared, it needs to be wide enough for cycles and dogs !
Shelters that have information about local history, Cobb n co at bottom of Jindera gap, butchers at pistol range, the flora and fauna etc Water station and amenity block.
Build it
great collaboration. my worry about an onroad path is the conflict between the traffic and people. It can be very dangerous.
This is an important transport link and transport options other than motorised vehicles need to be accommodated for future transport needs of the community.
A GREAT idea, such a beautiful passage through the hills, I'd love to go it on foot. I think it would have great visitor knock on effects too
You don't need a survey. Everyone knows that we need a bike path for safety.
Just build it, it doesn't need a wasteful study.
No
Off road is important in making the path safely accessible for all users. This option will encourage minority population members such as children to use the path. The route and steepness of the gradient should be considered so as to not eliminate less active members of the community. Consideration to suitable rest stops and access to drinking water will be important.
Make sure it links with other bike tracks in Lavington/Albury. The local bike tracks don't seem to link up very well.



Any way of making cycling safer in Albury/Lavington/Jindera would benefit the community.
Definitely a great idea! Would be really well used!
The Jindera Gap Road is way to busy for bike riders and anyone walking
This has been a long time coming.
Water filling station along the way.
Making the path wide enough for two people to walk side by side on each direction of the path. That will also allow for wider prams.
interesting spots to stop/view along the way to keep kids motivated!!
Keep it safe for kids to go on
The priority path should be the one out to the weir. With the Boat Shed/Lake Hume business now being pushed and the icecreamery. Lake Hume is the most greatly underused resource in Albury/Wodonga
Water Bubbler to have a drink at the top
I would like to see it designed to a high standard so that it is a more attractive choice than cycling on the road (which is a high-risk but fast option). This would require a seal width of at least 3m to allow cycling two abreast, large radius curves and a seal of preferably asphalt or small-stone spray seal for smoothness.
Current road is heavily used by cyclists and is very dangerous. A safe path will encourage cycling and walking, improving public health, both mental and physical, and reducing carbon emissions.
I drive to Jindera around 5 times per week i feel the number of cyclists using the road is dangerous, a major accident is going to happen
I travel regularly from lavington to jindera to see my parents, although I would not use the path regularly- I deem it necessary, as there are always bike riders on this road and I find it quite dangerous and worrying, especially over the bendy jindera gap.
Let's get this done.
Make the path connect to Thurgoona
Hurry up. Long overdue
We'd love it to include Table Top! It would be fantastic to have a path along gerobery road that linked Table top with the existing new paths at Lavington. This road is popular with cyclists and I run along here frequently. The clearing undertaken for the new pipes could be converted to a path relatively easily.
Make it safe for children to also travel on path.
Please consider a Jindera to Table Top path
It would also be good to see more walking/bike paths around tynans and dwights Forrest road. These roads are getting very busy and lots of kids ride bike to catch buses. For safety with would be great to see even a gravel path in these areas
Environmental considerations, minimal disruption to existing trees etc, planting on natives
No
Environmental impacts need to be minimized
If asphalt used consider having shoulders made of buckshot or similar.
Regular maintenance, such as street sweeping to remove fallen tree branches and gravel would be great. Not placing bollards that make it difficult for flat bar bicycles to pass. Asphalt as the surface is preferred.
It would be mush safety to have a bike path
This money would be better spent on other projects. It won't get used.
How to learn from jurisdictions with much experience in cycle infrastructure, eg Netherlands
How about a similar off road cycle path to the Hume Weir? That would be a VERY popular and safe cycle solution rather than the very dangerous on-road option that is currently available.
I don't believe that the costs associated with conducting a feasibility study for this path would be worthwhile given the issues that have already been identified. The construction of the proposed path

<p>is through an area that has been identified as having significant biodiversity values, critical habitat for threatened species and consists of the Box Gum Grassy Woodland ecological community which is listed critically endangered by both NSW and the Commonwealth. It would be extremely likely that the construction of this path would have significant impacts on these. I don't believe this path would provide much more than casual recreational use which would not justify the environmental impacts and the costs involved. If the path was to be constructed, there would likely be ongoing environmental impacts such as further disturbance, spread of rubbish and spread of weeds into the area, which would require expensive ongoing monitoring and maintenance to avoid further detrimental impacts. In my opinion, any further study into this project would not be worthwhile.</p>
<p>Keep in mind the journey not just the destinations. Think about people who would use it as a day activity, a family walk, a photography adventure, a bird spotting quest etc. I chose an off-road option as I want it to be pleasant (quiet and beautiful etc.) rather than being alongside noisy and smelly cars.</p>
<p>Cannot happen soon enough, very dangerous at the moment</p>
<p>Ensuring sufficient lighting on the path</p>
<p>The pathway needs to be wide enough to take cyclists and walkers at the same time</p>
<p>With exploring the option</p>
<p>The Jindera community would benefit - people would use the pathway as a family outing in weekends for breakfast, coffee, visit the museum Riding or walking on Urana road is dangerous. Local children would be able to ride to school. It would take riders out of the traffic. The roads are narrow with speed changes.</p>
<p>Working at Jindera I have noticed a lot more vehicles and trucks on the road as well as cyclists and it always worry me that a fatality is not too far off due to the limited riding space available. Jindera is a growing community and cycling is another activity that is becoming popular which is not only fun but healthy.</p>
<p>Support walking and cycling but better opportunities elsewhere</p>
<p>Consider the monetary impact that cycling tourist would bring to the area. Covid has given the border a nasty knock, let's get people back to the area by providing a fabulous bike track that people talk about. Let's promote Greater Hume !</p>
<p>No</p>
<p>The growth between Lavington and jindera is only getting bigger. We need development and planting more trees/ native shrubs when it is completed is a good environmental consideration</p>

## Greater Hume

<p>This is an absolute waste of money and should not go ahead. No one will use it and all that will end up happening is both councils will spend a heap of money to trash the environment for a trail that 3 people might use once a year. Such a waste of money.</p>
<p>The area from Jelbart Road to Lavington is a significant roadside environment area. There are threatened species records from the area and it contains a large area of Box Gum Grassy woodland, which is listed as a critically endangered ecological community under federal and state legislation. The environmental impacts from constructing a trail through this roadside area are likely to be significant in nature. Knowing this, to conduct a feasibility study would be a massive waste of rate payer money. This is a ludicrous concept with significant issues. In addition to the environmental issues, I have significant concerns about safety issues and the ongoing traffic disruptions during construction. There are consistently high numbers of roadkill on this stretch of road, particularly from Jindera Gap to Lavington, which should be an indicator of potential safety issues in relation to traffic. This is not the kind of road that we should be directing pedestrians onto. Conducting a feasibility study is a ridiculous waste of money, time and resources.</p>
<p>Please consider this path to link with existing paths leading to both Albury and Wodonga for commuting purposes.</p>
<p>No</p>
<p>Connect Ettamogah Rise over the top to Jindera instead</p>
<p>Ablution facilities.</p>
<p>We have numerous cyclists who travel over the Jindera Gap which at times is quite dangerous for both vehicle drivers and the cyclists. It would be ideal to offer a bike and pedestrian friendly option that will allow more families to be safely involved in a healthy recreational activity, and provide a means of safe travel into and out of Albury other than vehicular. This has been a long time coming and would be great to see it finally come to fruition. Surely funds can be gained via grants.</p>
<p>Tourism between lavington and jindera. Much like bright and myrtleford</p>
<p>The safety benefits of providing off road tracks for fitness and recreational use. Urana road is very busy and particularly for children and the elderly can present risks for walking or cycling.</p>
<p>I only want the pathway if it doesn't affect the environment and habits.</p>
<p>Please just get on with this worthwhile program!! We've been wanting this for 10 years!!!</p>
<p>Access to public waterways</p>
<p>I should be shady. So limited removal of trees. It will be used more often and by more people if it is scenic and shady. Alongside Urana Rd with all its traffic won't be a relaxing day out. It needs to be like the sculpture trail along the Murray which draws tourists to the area as well as the locals. It would greatly benefit the museum and cafes in Jindera if it was made for day trippers and not commuters. Steepness isn't an issue. 90% of people like a bit of a challenge. And the length shouldn't be shortened at the expense of the environment.</p>
<p>Fantastic idea that will benefit a lot of people.</p>
<p>This has been on the agenda for years it needs to be done for sake of cyclists Urana rd is flat out with traffic Do we wait for a tragedy before something is done</p>
<p>Driving regularly on the gap road. It iOS a safety concern that cyclists and vehicles share a very narrow roadway.</p>
<p>It is a safety concern to get a path as the road is getting busier all the time and it's a great way to get kids outside in the fresh air and off media devices.</p>
<p>NO.</p>
<p>Make it safe for our children and everybody else to ride on. Please don't put it next to the busy roadway</p>
<p>Cyclists are becoming a nuisance and a danger to themselves and others on this road. I would love to take our children of there was a separate path</p>
<p>It would be used by locals but would also would be a fantastic tourist attraction. Also off road would allow schools to use it.</p>
<p>This would assist in people's Physical and mental well-being. Consider constructing an amenities</p>

block mid way.
Consider the value to future generations - health and well being, safety, valuable community resource - be positive "it can be done"!!
jindera gap is used by lots of cyclist and i think it would be safer for motorist and cyclist to have separate cycling trail. It would also add to both communities making them closer and helping small businesses in both communities.
It's only a matter of time before something serious happens coming through the gap to many cyclists and cars trying to use the road.
It would be much safer for cyclists having a off road path. Too many cars go too fast on the road to lavington and don't move over for cyclists. Its so dangerous.
A path is becoming a necessity given the use of the roadway already by people for walking, riding etc. With the present level of traffic these activities are becoming increasingly dangerous. I have stopped riding due to the traffic along this route. Many other similar bike/pedestrian routes have been created around Albury & the surrounding area. This seems like a logical addition given the population of Jindera & the development between the two centres.
the lycra clad cyclists would still ride on the road
This path would be an asset to both Albury and Jindera. Would be used by both.It is too dangerous in my opinion to ride bikes over Jindera gsp.It would get bikes off road and if done properly a nice walk in nice scenery.Wide enough for bikes and walkers .What about a track on the side for horses.If that was the case a lot more would use it.
As a pedestrian/cyclist and daily car commuter the proposed pathway would be a great advantage and improve safety immensely
Could be a good idea to bring more people to the Jindra shops/area.
A love running along the tracks through Albury and Thurgoona even through to Wodonga this extra track will be great and could allow for more community activities. These tracks could be improved with more toilets and drink stations. To encourage dog owners to pick up their dogs faeces bins may also help. The paths that are available so far are great and family friendly as so many are not shared with cats.
Telling the story of the history of known settlement and points of aboriginal significance along the path to path users
Bins
Paved/concrete to ensure it is suitable for prams, scooters, kids bikes.
Have this path cement or of a hard surface
To make sure this survey is shared to all local residents as I know a lot of jindera residents who need this path too.
Path would be a healthy alternative to catching bus to school and Lavington shops for local children and adults alike. Path is long overdue.
- good lighting - maintenance of the path and it's surrounds I strongly believe that this path will be utilised by many and it will be an awesome asset to bring in many tourists as well as the Albury residents, showing off what Jindera and surrounds really have to offer!! Thankyou for your consideration!
To have shaded areas along the way with bench seating and provisions for picnic area for families to enjoy the natural environment. Lighting along the dark areas for safety. This also needs to be kept maintained. This would be fantastic for the community and surrounding areas.
Keep it away from the road
Safety, but also not destroying too much natural habitat.. Follow the road where possible.
Urana road is only getting busier, it is no longer safe for cyclist to use especially at night. They need a safer alternative. Families could enjoy a nice walk in safe environment away from the road with traffic.
I favour the "hybrid" version because endangered areas could be by-passed by constructing an on-road section.
It would be nice to have some shade along the path.

It would be a great connection my kids could ride into town.
Full Enviroment study, aboriginal elders walking country ecological studies, water management, identifying land type and class level, Mo removal of trees. Platform walking and bike path so no one can walk off into the sensitive areas and damage the ecosystem. Every one is contained to the "bridge"
I cycled to work most of my working life (27 years). Stopped 2 years ago when I moved to Jindera. Please build a safe, off road bike track that would be safe for commuters and small kids. Its much needed.
Water point
Appreciating that there will be high consultancy costs to do a detailed study of flora and fauna and then high construction costs to mitigate impacts I suggest a couple of approaches to Council; 1. See if grant funding maybe available via our local member for the feasibility study and higher construction costs. 2. Consider if an exemption might be possible via the Environmental Minister to bypass the usual management requirement of the native grasses in the interests of public safety as surely the safety of children and pedestrians must come before native vegetation that landholders and developers have been, slashing, spraying and removing for generations without any consideration. If Jindera is to move ahead then shared pathways are a necessity.
While I understand the community interest in this I am concerned at the damage this will cause to the critically endangered vegetation community. I've never seen any form of construction being undertaken 'carefully'. The path itself may not be very wide but the peripheral impacts will be concerning. Could a longer alternative route be considered. Dights forest road to ettamogah To Springdale heights or link with freeway bike track?
No
I don't think it's in keeping with the Greater Hume Shire's current stance. The Council didn't supported solar farms because of biodiversity concerns, threatened species and issues with damage the natural environment. Council should then object to this proposal as this looks like it has a higher level of impact. Great Hume Shire Councillors should be consistent in their endeavours to stop the shire growing.
No
This path has been discussed for over ten years and is well overdue to be constructed for the benefit of the Albury and regional communities. Please fast track this development as it will create jobs in the construction phase as well as developing businesses in Jindera with increased visitation from cyclists and other trail users.
A lot of cyclists ride Albury on Riverina Hwy ( very busy road with limited verge to ride on. Bungo to Jindera road then back to Albury (would use bike path on last leg)
We need to encourage a healthy lifestyle for all ages. An off-road pathway will enable all to travel into town. Being off-road is safer for all to use.
At the moment Urana Rd is so dangerous for cyclists over the Jindera Gap
Make it safer for cyclists to go between Jindera and Albury and Albury and Jindera, less time spend on road will be a lot better for motorist, bike riders and walkers. Will be an increase in people walking the area. Please ensure there are a couple of parking areas for people to access the path. A great idea.
clean area opened to be safe
I believe a path between Lavington and Jindera would be an asset for both communities
Get the path completed as soon as possible for we have young families here who need to keep active
It could reduce the number of people who drive, thus reducing vehicle emissions. There are so many great shared walking/cycling paths in Victoria, it seems like we are a bit behind the 8 ball. It has been talked about for a long time and I think it would be beneficial as it is not a great distance to travel. I used to ride to Albury but now, with the increase in traffic and lack of verges, it is just too dangerous. It would be a very positive advancement.
This needs to be approved!!! Cyclists going along this road is dangerous! They show no consideration for cars and are often riding side by side instead of single file and don't ride along the edge of the road causing cars to pile up waiting to try and safely go around them!

Please make it wide enough for cyclists and walkers
It would be great to have that path, but only if it can be done without having a devastating impact on the habitats along the way
I think this is a much needed idea, actually a great idea, jindera is growing and kids would be able to move around safely as so would I
Would like to see the path being a gravel one, like the Rail Trail, not a bitumen one as it would look unsightly.
It is just too dangerous to ride on the road over the gap, there is very little room and you have to ride right beside the trucks- which feel like they are going to suck you into them. I find it quite scary to ride that path. It could connect to all the fabulous paths across Albury. I would let my children ride on a path.
Lighting
Family friendly
I've lived in Jindera my whole life and never knew of the endangered box gum grasslands. A sign posted path would bring this to light and promote further support sustainability.
No
Currently the road is very dangerous for Cyclists and cars sharing the road. The path would make is much safer for all involved.
I support the project because it would give walkers and cyclists a safer place to ride walk or jog. I am too old to ride but I drive along the road 3 or 4 times a week and live in fear of accidentally hitting a cyclist as they ride two or three abreast along this road and makes it very hard if you come around the bend and there they are taking up most of the lane and with double lines you have no where to go. Someone is bound to get killed on this road then the poor driver has to live with that. It is way past due. Human lives are more important than some critter that will find another place to call home. Go for it.
No
No
Yes please consider compensatory habitat initiatives if the path compromises high value vegetation communities.
Cyclists use the gap regularly a dedicated path would foster continued and greater use. Visitor numbers expanded for Jindera.
I think it is a great idea and will be very beneficial to many. I really hope it goes ahead.
On path water station
Every car speeds along that road and there is not a huge amount of space to get off the road so this path would make it a lot safer for cyclists and joggers especially if it is made off the road.
The sooner the path is built the better. It's a busy road as it is and to share it with the the way it is is dangerous for fellow bicyclists, walkers runners. Please make it safer
Make the road safer for cyclists and cars in heavy traffic that is common on this road
Keeping the bikes off the road safely
Will hopefully get cyclists off the road.
It would be great if it could extend eventually to Burrumbuttock so we could push tourism in our local area. We are looking to buy the pub and would love to promote the experience of riding here for lunch and touring our working farm. We would provide extra amenities to cater for cyclists
Jindera bike riders have been signing support sheets for a bike walking track to Lavington / albury for a few years now so it is time it happened
I think this would be a great Idea & if you could have it as a loop that also went through table top would be even better
No
Using it to remove cyclists from the Jindera gap
No
Safety

Make it happen
It would be awesome to have a path that not only goes to Lavington from Jindera but also goes down Dights Forest Road to Gerogery Road and connects to the old Wagga road into Lavington that way Many people already travel that route on bicycles and it's very dangerous for them
Not having a path for bikes is dangerous. When traveling from Jindera to Albury and stuck behind a group of bikes on the road I have had to go 40 kms in a 80 zone and had a truck come down the hill behind me, there have been to many near misses on this road I'm honestly surprised no one has been seriously hurt . It's only a matter of time
Great connection for Albury/Lavington to engage tourism and community unity, safe safe and safe for the walker cyclist motorist!!!
A bike path would make the ride significantly less dangerous for cyclists wanting to travel the gap. Connecting Lavington and Jindera in this way would only benefit the community and would provide financial benefits to the local cafe of whom would be frequented by cyclists.
Current conditions make it very hard between the Council boundary top of gap to the roundabout in Lavington 80km zone to safely pass riders with oncoming traffic - someone will be seriously hurt or even killed soon. If a totally separate path can be installed then that would be the best for all allowing the novice riders to attempt this instead of trying to mix it with vehicles.
I it would be a fantastic way of increasing people's fitness and safety.
A Water rest stop half way mark
This would be fantastic, safety is now a huge issue with the amount of vehicles using the path. Put the path in and it would become a great link bringing much tourism to both places
A great idea for safety, wellbeing and environmental reasons. It needs to be done properly and get cyclists of the road
It would be beneficial for both towns for pedestrians/cycling safety, economically, socially and environmentally
It would be great to have all bike riders use the track . There appears to be more trucks using Urbana Rd and it will be only a matter of time before someone is knocked of there bike ,especially where the bridges are narrow . A lot of bike riders don't ride to the correct laws of bike riding
Great idea but the cycling needs to be off this road currently very dangerous
No
Safety for cyclists and pedestrians as the road is extremely busy
Would be great for the jindera community bringing it even closer to Albury!
It would be great fir cyclist & pedestrians
Current high volume cycling traffic is very dangerous on road between Jindera & Burrows Road, especially when driving with oncoming traffic & no room to give cyclists their space. When this occurs at the Armco railing it is very unsettling having to brake harshly at blind spots where cyclists aren't in view until the last moment.
Please do this. My family and have to pack up 5 bikes and drive into Albury most weekends just to go for a ride. I also believe it will make driving/riding on the gap safer.
Please put in a path so the cyclists get off the road its not wide enough for cars and bikes its only a matter of time until someone gets seriously injured!
This needs to happen. Very dangerous road for kids travelling to lavington
Seating along the path for people to stop along the path if required
It needs to be a priority, the traffic is very heavy and every time I ride there I have a close call, especially on the downhill into Lavington. I don't want the first fatality to be me!
No
Please hurry up & get this much needed project done! We are behind the times compared to Victorian local bike paths.... please just get on with it!
Very dangerous road when cyclists are riding. A path would be much safer
Both Councils have more to do with their money than spend it on a path that will be used by a minimal number of residents.

This is such an important addition to the town of Jindera, I have no doubt that it will get a lot of use and dramatically improve the safety of those already cycling on this road. Time to connect Jindera to the rest of Albury!
Maintenance and protection of ungraded native woodlands, especially at lower Jindera Gap and Baker Trail.
All these paths across NE Victoria boost tourism and hospitality jobs
Environmental impact is the most significant. Cultural heritage impacts.
Would be much safer for cyclists
I ride between jindera and Lavington on a regular basis and it is getting more dangerous as the traffic is increasing and at times is a constant flow There is a very narrow verge on the side of the road and in some places none at all which means riding on the white line or on the edge of the traffic lane. The small amount of verg that is there is not maintained and is covered with bark, sticks, leaves and loose gravel at entrances to driveways which all make it unsafe to ride on and so once again means riding on the edge of the traffic lane. If nothing is done about this safety issue then there could be a fatality
Drinking Water points at the start and end of trail and seat options at the half way point or so
Yeah don't do it it had no benefit to thr rest of Greater Hume. Some of us don't even have a footpath in our street
Having a shared path will increase the safety for bike and car traffic as well as increasing visitors to Jindera and surrounds. An all-round great project.
I Believe it is needed as the side of the road is not safe for bikes and few bind corners in the gap map it a safety issue when you do t see the bike riders
Impacts to locally threatened species. This is a environmental corridor and a path is likely to cause significant edge effects. The road has signs saying it is of significant and this type of development will cause impacts
No
Safety of path users, maybe fenced so children and dogs don't stray onto a 100km road.
N/a
See that there is a need for this. Once used to ride on main road but too much traffic now and this will get worse. As a driver coming across riders particularly on the gap section between Lavington and Jindera is so dangerous. Please do this before someone is killed.
I believe that it would foster and promote strong tourism opportunities for both Albury and Jindera. It's a no brainer!! People will travel to try out a new bike track and visit tourist places at the same time
As the Greater Hume Councillors have indicated on numerous occasions that the land within Greater Hume is "Prime" agricultural land. I would expect Council and Councillors to demand that this project be assessed at the same exacting high standards as the current SSDA within the GHSC. I believe that this particular area is "prime" agricultural land, LSPS Environmentally Significant Mapped Land with large and sensitive biodiversity issues which would clearly by Councils own exacting standards have to be independently assessed, with long and very drawn out Community engagement process ..... this survey will not be sufficient community engagement!! Council and Councillors would have to be forward thinking to understand and implement mitigate procedures, investigated to the highest level of consultation experts available before Council and Councillors could even contemplate any forward thinking decision on this matter. I wish the Albury City Council best wishes with trying to work with the GHSC! It's common knowledge that Greater Hume Shire Council is closed for business.
Be so much safer too. Maybe be able to get bike riders off the gap that you cannot pass when they ride 3-4 wide!!!!!!!!!!!! SOOOOO DANGEROUS
I believe this is a very valuable project. I think it would be well used, as I observe many cyclists riding between Lavington and Jindera. There may be benefits to local businesses in Jindera as well.
Having a path for cyclists is a great decision. Its so dangerous when cyclists are on the road especially when the road is so narrow to fit both cars and cyclists with a safe distance between them
Sufficient gap from cars
We just need to be safe riding for family's and to be able to ride and encourage people to walk on



paths
It is very scary riding the Jindera Gap so any path would improve my chances of not being killed there. As more and more people are riding and there is more traffic a fatality seems inevitable
A rest area with potable water available half way to the top of the gap
I believe unless there is a safe alternate path provided for cyclists and other people that use this road then someone will be killed. We need to prevent fatalities

DRAFT

## Other

Minimise bollards and other obstructions, large radius corners
If an on-road path is necessary due to environmental constraints, to be safe there must physical separation from vehicular traffic, such as a raised kerb, not just painted lines.
Ensure there is signage for cyclists to not use the roads, as there has been many times when I would drive out for work and they would be riding 3 a breast or swerve and I start to safely pass them creating an unsafe environment.
Na
I'm surprised there isn't one already!
Please reconsider a shared path as the only solution. Separate the three types of transport (foot, cycle, motor) as combining any or all is just dumb and dangerous. If you want both walkers/runners to go in the same route as a cyclist then have a separated path.
it would be great!
Would be a fantastic improvement to road safety along Urana Rd. I grew up in Jindera and am a very keen cyclist, whenever I return to Albury (typically about 3-6 visits a year) I'll end up cycling all or part of the route proposed here, as I enjoy cycling along adjacent routes like Bakes/Ridge trail, Bungowannah Rd, and most of the gravel roads around Jindera. Urana road is pretty gairy to cycle along either direction, with a fairly rough shoulder and 80-100kph traffic passing.
Rest and Revive sites. Even if only trees and table / seats always lacking when it comes to bicycle travel in whichever country that has cycle/shared paths.
As much off-road cycling as possible please.
It could be part of a link from Albury to a rail trail from Holbrook to Corowa and breath life into the economies of the towns and villages of the shire
Increase in visitors, accommodation and spending
Boost to tourism, safety to users, health and well being benefits
I no longer live in Albury but used to cycle this route on road regularly when I did. It would be a great cycle path - I would use it when I come back to Albury to visit friends
Perhaps consider both an off road path for recreational users and upgrading the existing road lane for more serious road cyclists. (1.5metres wide verge)
Go for it
The proposed share path should not come at the cost of any endangered species or communities. If that means an on road path, we'll so be it. The questions as answered are best case scenario, but my answers are highly dependant on the environmental impacts.
As someone with a disability this path would give me a safer option when cycling to explore and visit more of the region and more places to spend my money locally.
Great for tourism holiday adventures
Safety for cyclists is paramount. Improved safety will encourage commuters and recreational cyclists to make the trip more often. Increased cycling reduces the need to use fossil fuel transport thus improving the future for all.
Just do it.
Rail trails seem very popular atm. Could this be linked somehow?
The path would bring visitors to the area and give local people a safe place to cycle/walk/run
Dangerous with increasing number of trucks and cars on the hills for cyclists.
Good surface. Areas to stop and rest at top of gap.
Jesus loves you
This is the future of regional town connection & could be used as a precedence project.
This would provide safe recreational cycling and walking on a historical and frequently used track. The road itself is used widely but has safety issues.
Linking to other paths in the area would be great. Car parking at both ends.
Causeway path links Albury and Wodonga so a safe path linking Jindera to Albury is excellent. Also continue path from Albury out to Hume Weir.

Intermittent points of lighting and CCTV

DRAFT



# Lavington – Jindera Shared Path

## Community Consultation Summary

23 February 2021

# Overview

- Extremely strong response rate with a total of 655 surveys being completed
- Strong support across both LGAs for undertaking a feasibility study and all respondents from outside those LGAs supportive.
- Strong preference for an off-road shared path
- More than half of the respondents indicated they would use the path at least weekly.
- Concerns raised relating to environmental impacts and value for money
- Concerns raised about the current safety of all road users at Jindera Gap.

# AlburyCity

- Slightly lower support for undertaking a feasibility study at 87%.
- Key reasons for opposing the path were better opportunities elsewhere (Lavington – Thurgoona - Table Top often suggested) and poor value for money.
- Off-road (74%) or Hybrid (33%) were the preferred path types.
- Cycling (87%) was clearly the most common reason for using the path with recreation (79%) and exercise/fitness (89%) the most common reasons for cycling.

# Greater Hume

- Slightly higher support than AlburyCity for undertaking a feasibility study at 91%.
- Value for money was the primary reason for opposing the path (45%) with environmental impacts clearly more important to respondents from Greater Hume (34%) than AlburyCity (23%).
- Off-road (85%) or Hybrid (33%) were the preferred path types.
- Walking (76%) was the most common reason for using the path followed by cycling (73%).
- Commuting to work/education was a far more frequent in Greater Hume as a reason for cycling on the path.

## TOURISM AND PROMOTIONS REPORT (March 2021)

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. <b>Delivery Plan 3.3.1.1.06, 3.3.1.1.05</b>	<ul style="list-style-type: none"> <li>• Visitor Information Centre and Submarine Museum reopened on 10 June 2020.</li> <li>• Visitor Information Centre Statistics: Walk In – 693, Phone Calls - 44, Emails – 2.</li> <li>• Submarine Museum Adult - 100, Child - 21, Concession - 120, Family – 19, Group – 11, Total - 271.</li> <li>• Graphs have not been included in this report.</li> </ul>
Events	To assist with the promotion of Greater Hume's many and varied events. Implement the GH Visitor Experience Plan. <b>Delivery Plan 3.3.1.1.01, 3.3.1.1.08</b>	<ul style="list-style-type: none"> <li>• Emailed all event organisers in Greater Hume to commence planning for 2021.</li> <li>• Assisting ANZAC Day events as well at Holbrook Ag Show, Holbrook Triathlon, Jindera Pioneer Museum, Writers at the Woolshed, Morgan Country Car Club Swap Meet and Show n Shine, Gather at Jingellic and other smaller events.</li> </ul>
Social Media	Implement and enhance online communication tools using technologies such as social networking mechanism. Implement the Greater Hume Visitor Experience Plan.  <b>Delivery Plan 3.3.1.1.09</b>	<ul style="list-style-type: none"> <li>• Instagram, #visitgreaterhume – 781 followers</li> <li>• Individual facebook pages: <ul style="list-style-type: none"> <li>○ Greater Hume Council – 2505 followers</li> <li>○ Greater Hume Visitor Information Centre – 551 followers</li> <li>○ Holbrook Submarine Museum – 1098 followers</li> <li>○ Greater Hume Children's Services – 846 followers</li> <li>○ Greater Hume Youth Advisory Committee – 411 followers</li> <li>○ Buy Local in Greater Hume – 477 followers</li> </ul> </li> </ul>
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. <b>Delivery Plan 3.3.1.1.01, 3.3.1.1.08</b>	<ul style="list-style-type: none"> <li>• Emailed 'What's On in April 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.</li> <li>• Developing and have commenced rolling out of social media tiles on towns and villages, tours and itineraries.</li> </ul>
Australia Day	Recognise community leaders and their efforts and encourage others in the community to take up leadership roles.  <b>Delivery Plan 1.1.2.8.1 and 2.1.1.1.1</b>	<ul style="list-style-type: none"> <li>• Australia Day 2022 in Greater Hume to be advised.</li> </ul>
Signage	Implement the Greater Hume Visitor Experience Plan. <b>Delivery Plan 3.3.1.1.03</b>	<ul style="list-style-type: none"> <li>• Currently looking at grant opportunities for further signage.</li> </ul>
Greater Hume Council Newsletters	Redesign the format and content of Council's quarterly newsletter to ensure effective and targeted content. <b>Delivery Plan 1.2.1.1.3</b>	<ul style="list-style-type: none"> <li>• Greater Hume First 2021 Newsletter is out with information on 2021 Local Government Elections, supporting local businesses, Have Your Say – Draft 2017-2022 Delivery Plan and 2020-2021 Operational Plan, Disability Inclusion Action Plan, Australia Day address by Anupam Sharma, Greater Hume Australia Day 2021 @ Walbundrie, Riverina Water funding, Holbrook Landcare update, Waste Facilities Opening Times and Accepted Waste and many other regular items.</li> </ul>



## TOURISM AND PROMOTIONS REPORT (March 2021)

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. <b>Delivery Plan 3.3.1.1.04</b>	<ul style="list-style-type: none"> <li>• Murray Arts have commenced planning for 2021.</li> <li>• Developed a Cultural Round Table Group to support the arts in the Murray Region.</li> </ul>
Greater Hume Tourism	Implement the Greater Hume Visitor Experience Plan which was endorsed March 2014 by Greater Hume Council. <b>Delivery Plan 3.3.1.1.06, 3.3.1.1.05</b>	<ul style="list-style-type: none"> <li>• Monthly newsletters are being sent to all Greater Hume Tourism Operators, providing latest information on COVID 19, tourism opportunities, marketing, social media and promotional campaigns as well as relevant contacts and statistics.</li> <li>• Currently managing 152 Greater Hume ATDW Listings. The Australian Tourism Data Warehouse (ATDW) is Australia's national platform for digital tourism marketing in Australia. Established in 2001, the ATDW is jointly owned and managed by all Australian state and territory government tourism bodies. ATDW distributes this information to over 60 partners' websites to support local tourism businesses in expanding their online exposure, bookings and marketing.</li> <li>• Continuing with social media Welcome to Greater Hume and providing tours and ideas of what people can do in Greater Hume.</li> </ul>
Murray Regional Tourism (MRT)	The 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. <b>Delivery Plan 3.3.1.1.04, 3.3.1.1.07, 3.3.1.1.16</b>	<ul style="list-style-type: none"> <li>• Murray Regional Tourism is currently holding monthly Zoom meetings with all Tourism Managers to assist with advocacy and commence planning for 2021.</li> <li>• A Visitor Information Centre network is meeting via Zoom on a monthly basis.</li> <li>• Murray River Traveller Guide is now available in all regional Visitor Information Centres.</li> <li>• Murray Regional Tourism is funding a mentoring program to develop new tourism experiences and enhance ongoing experiences. They are also providing a support program (Karen Oliver Support) for tourism operators wishing to apply for current Destination NSW tourism funding.</li> </ul>
Museums and Heritage	GHS currently has 10 public or private museums and three historical societies. Museum Advisor (Vanessa Keenan) – In partnership with Albury City Council and Museums and Galleries NSW we have engaged the services of a museum advisor. <b>Delivery Plan 3.3.1.1.14</b>	<ul style="list-style-type: none"> <li>• The Museum Adviser has been engaged again for 2021. Have met with Museum Advisor and Albury City representatives to commence planning for 2021. During Dec and Jan have been working on a major grant application. See Grants and Funding for information.</li> </ul>

## TOURISM AND PROMOTIONS REPORT (March 2021)

<p>Grants and Funding</p>	<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;"><b><i>Delivery Plan 3.3.1.1.04</i></b></p>	<p>The following grant applications have been recently submitted:</p> <ul style="list-style-type: none"> <li>• <b>Austrade’s Regional Tourism Bushfire Recovery Grant – Stream One - \$30,000</b> – Greater Hume and Henty Machinery Field Days Promotional Production - This project will be developing and promoting the videos, photography, social media posts, advertising and Hume Highway signage in order to attract visitors both old and new to Greater Hume and Henty Machinery Field Days. – <b>SUCCESSFUL.</b></li> <li>• <b>Create NSW - Regional Cultural Fund - Digitisation Round – \$332,745</b> - In partnership with Albury City (lead agency)) - Murray Region Digitisation Hub - As an extension of the regional museum outreach work undertaken by Albury City and Greater Hume Councils through the M&amp;GNSW funded Museum Advisor Program, Albury Council has entered into written agreements with seven community museums and collecting organisations in the Murray region. The Project will involve the engagement of a Digitisation Project Officer and the repurposing and fit-out of a digitisation workshop space and studio at the LibraryMuseum’s offsite storage facility. The Project Officer will coordinate a program to implement the AlburyCity &amp; Greater Hume Museum Digitisation Strategy. Council will purchase specialised digitisation equipment and implement professional training programs that will build and maintain skills responsive to the capacity of individual museums, facilitating the digitisation of at least 400 objects. Council and partners will continue to offer regular digitisation training, a collection database and equipment availability and assistance as well as an equipment loans system to each organisation into the future. <b>SUCCESSFUL.</b></li> <li>• <b>NSW Government - Bushfire Local Economy Recovery Fund - \$451,054</b> – Hanel’s Lookout - This project at Hanel’s Lookout (Woomargama National Park) will create viewing platforms, walk ways, sealed carpark, sealed Hanel’s Road, toilet, picnic area and signage. – <b>SUBMITTED, AWAITING OUTCOME</b></li> <li>• Museums &amp; Galleries NSW - \$13,000 - Greater Hume will be engaging 2 x local creative to research, develop, film and edit a 6 episode web series focused on the interpretation of objects and stories from each of the community museums, Culcairn Station Masters House Museum, Headlie Taylor Header Museum, Holbrook Submarine Museum, Holbrook Woolpack Inn Museum, Jindera Pioneer Museum and Wymah Schoolhouse Museum. <b>SUCCESSFUL.</b></li> <li>• Continued to supply Letters of Support and advice to Community Groups for Grant Applications.</li> <li>• Working with local tourism operators and event organisers on the following funding opportunities: <ul style="list-style-type: none"> <li>Tourism Product Development Fund (Closes 31 March): <ul style="list-style-type: none"> <li>• Stream 1 - Refresh and Renew Fund: Offering \$10,000 grants to regional tourism operators to update their product or experience.</li> <li>• Stream 2 - Experience Enhancement Fund: Provides between \$50,000 and \$150,000 in matched funding to assist operators upgrade existing accommodation to improve their star rating, upgrade business and leisure event venues and facilities, repurpose existing infrastructure to provide new facilities or experiences not currently available within the destination, or to create new tourism attractions or experiences.</li> </ul> </li> <li>Regional Business Event Development Fund (Closes 30 April): Grants of up to \$30,000 to create, attract and support business events for regional NSW, and to motivate business event owners to incorporate regional NSW in their plans.</li> </ul> </li> </ul>
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## TOURISM AND PROMOTIONS REPORT (March 2021)

Greater Hume Council Website	Develop a new Greater Hume Council website including a dedicated Have Your Say portal which is compliant with accessibility standards.  <i>Delivery Plan 1.2.1.1.4</i>	Seamless CMS(OpenCities) is the provider of Council's websites – Greater Hume Council, Visit Greater Hume, Greater Hume Children Services and Town and Village websites.						
				<b>Greater Hume greaterhume.nsw.gov.au</b>		<b>GH Children Services ghchildren.com.au</b>		<b>Visit Greater Hume Visitgreaterh ume.com.</b>
		<b>March 2021</b>		20/21	19/20	20/21	19/20	20/21
		<b>Website Traffic</b>	New	4373	2920	625	188	423
			Returning	1348	1118	206	135	38
		<b>Device Paths</b>	Desktop	2392	1822	384	151	180
			Mobile	2425	1626	425	159	216
			Tablet	252	202	22	13	35
		<b>Traffic Source</b>	Organic	3677	2695	633	152	320
			Direct	685	770	159	125	62
			Referral	556	131	9	21	48
			Social	212	114	30	25	4
		<b>Bounce Rate</b>	%	59.47	59.88	27.08	49.85	69.44
		<p><a href="http://www.greaterhume.nsw.gov.au">www.greaterhume.nsw.gov.au</a> - top pages:</p> <ol style="list-style-type: none"> <li>1. Living in Greater Hume – Waste Facilities Opening Times Charges and Accepted Waste</li> <li>2. Your Greater Hume Council – Building and Development</li> <li>3. Contact Us</li> <li>4. Your Greater Hume Council – Careers with Us</li> <li>5. Events/Events Calendar/Morgan Country Car Club Swap Meet Show Shine Jindera</li> </ol> <p><a href="http://www.ghchildren.com.au">www.ghchildren.com.au</a> – top pages:</p> <ol style="list-style-type: none"> <li>1. Family Day Care</li> <li>2. Family Day Care – Enrol Your Child/Children</li> <li>3. Featured Content – Children and Families</li> <li>4. Contact Us</li> <li>5. Enrol</li> </ol> <p><a href="http://www.visitgreaterhume.com.au">www.visitgreaterhume.com.au</a> – top pages:</p> <ol style="list-style-type: none"> <li>1. Culcairn/Explore Eat Stay/Culcairn Caravan Park</li> <li>2. Featured Content – Foodies</li> <li>3. Holbrook</li> <li>4. Culcairn</li> <li>5. Featured Content - Stay</li> </ol>						

## GREATER HUME SHIRE COUNCIL

Schedule of the Director Corporate Community Services' Schedule of Information to Council Meeting -  
Wednesday 21st April, 2021

**COMBINED BANK ACCOUNT FOR THE MONTH ENDED 31st March, 2021****CASHBOOK RECONCILIATION**

	<b>General Fund</b>	<b>Trust Fund</b>
General Ledger Cashbook Balance as at 1st March 2021	<b>62,873.83</b>	<b>41,083.21</b>
Cashbook Movement as at 31st March 2021	-77,917.80	-421.80
Less: Term Deposits included in Cashbook Balance (Trust only)	0.00	0.00
General Ledger Cashbook Balance as at 31st March 2021	<u><b>-15,043.97</b></u>	<u><b>40,661.41</b></u>

**BANK STATEMENT RECONCILIATION**

Bank Statement Balance as at 31st March 2021	NAB	\$0.00	40,661.41
	Hume	\$11,644.18	
	Bendigo	\$0.00	
	WAW	\$10.00	
	<b>Total</b>	<u>11,654.18</u>	<u>40,661.41</u>
(LESS) Unpresented Cheques as at 31st March 2021		-27,430.43	0.00
(LESS) Unpresented EFT Payments as at 31st March 2021		30.00	0.00
PLUS Outstanding Deposits as at 31st March 2021		712.46	0.00
PLUS / (LESS) Unmatched Cashbook Transactions 31st March 2021		-10.18	0.00
Cashbook Balance as at 31st March 2021		<u><b>-15,043.97</b></u>	<u><b>40,661.41</b></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  
6 April 2021

This is page no.1 of Schedule No.1 of the Director Corporate & Community Services' Schedule of Information to Ordinary Council Meeting held on 21st April, 2021

GENERAL MANAGER

MAYOR

# Applications Approved

c\_dm073

Approved Between 1/03/2021 and 31/03/2021

08/04/2021

Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days	
<b>DA/2018/130</b>	Applicant: Roman Catholic Church Diocese 145 Albury ST HOLBROOK Lot: 8 DP: 4045 Lot: 2 DP: 500773 Lot: 7 DP: 4045 Lot: 1 DP: 956575	Renovation & Extension of School Office & Staff Area - As Modified	\$0	11/03/2021	Approved	15/03/2021	5	0	5
<b>DA/2020/107</b>	Applicant: Blueprint Planning Development 198 Humphreys RD BUNGOWANNAH Lot: 7 DP: 665615 Lot: 7 DP: 665616 Lot: 74 DP: 753749 Lot: 75 DP: 753749 Lot: 300 DP: 753749 Lot: 102 DP: 753749 Lot: 276 DP: 753749	Intensive Livestock Agriculture Facility (Sheep Feedlot)	\$1,570,000	16/07/2020	Approved – Councillors	17/03/2021	57	188	57
<b>DA/2020/162</b>	Applicant: N M Weston 28 Peel ST HOLBROOK Lot: 7 DP: 28443	New Patio	\$0	2/11/2020	Withdrawn	11/03/2021			
<b>DA/2020/199</b>	Applicant: Angmuzz Pty Ltd Millswood RD HOLBROOK Lot: 13 DP: 1185262	New Workshop Office Storage Sheds & Amenities	\$337,000	22/12/2020	Approved	4/03/2021	15	58	15
<b>DA/2021/5</b>	Applicant: S Lutze 1000 Jingellic RD HOLBROOK Lot: 50 DP: 753343	New Dwelling Garage Shed Water Tank & Swimming Pool	\$550,000	8/01/2021	Approved	3/03/2021	14	41	14
<b>DA/2021/15</b>	Applicant: Shed Boss 17 Terlich WY JINDERA Lot: 108 DP: 1267384	New Shed	\$50,760	15/01/2021	Approved	12/03/2021	13	44	13

# Applications Approved

c\_dm073

Approved Between 1/03/2021 and 31/03/2021

08/04/2021

Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days	
<b>DA/2021/21</b>	Applicant: K Muller 22 Sladen ST HENTY Lot: 5 DP: 217077	Change of Use - Gymnasium	\$0	28/01/2021	Approved	1/03/2021	33	0	33
<b>DA/2021/22</b>	Applicant: Critos Construction & Rigging 4 Polack ST JINDERA Lot: 110 DP: 1267384	New Shed	\$28,420	29/01/2021	Approved – Councillors	17/03/2021	48	0	48
<b>DA/2021/28</b>	Applicant: Davis Sanders Homes Pty Ltd 23 Atkins ST MORVEN Lot: 4 Sec: 32 DP: 758711	New Dwelling and Garage	\$250,740	8/02/2021	Approved	31/03/2021	17	35	17
<b>DA/2021/29</b>	Applicant: Davis Sanders Homes Pty Ltd 2001 Culcairn Holbrook RD MORVEN Lot: 167 DP: 753751	New Dwelling and Garage	\$267,734	8/02/2021	Approved	3/03/2021	24	0	24
<b>DA/2021/30</b>	Applicant: B K Marshall 122 Creek ST JINDERA Lot: 181 DP: 700888	New Shed	\$18,000	9/02/2021	Approved	4/03/2021	24	0	24
<b>DA/2021/32</b>	Applicant: B Kreuzberger 510 Munyapla Settlement RD ALMA PARK Lot: 14 DP: 753758	2 Lot Subdivision	\$0	9/02/2021	Approved	24/03/2021	44	0	44
<b>DA/2021/34</b>	Applicant: Shed Boss 25 Ribery CT JINDERA Lot: 709 DP: 1202940	New Shed	\$147,075	10/02/2021	Approved	8/03/2021	27	0	27
<b>DA/2021/35</b>	Applicant: B & H Homes Pty Ltd 26 Beatrice RD BURRUMBUTTOCK Lot: 2 DP: 1057430	New Dwelling	\$436,712	16/02/2021	Approved	9/03/2021	22	0	22

# Applications Approved

c\_dm073

Approved Between 1/03/2021 and 31/03/2021

08/04/2021

Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days	
<b>DA/2021/36</b>	Applicant: Alatalo Bros 2 Ebenezer CT WALLA WALLA Lot: 63 DP: 851613	New Dwelling and Garage	\$565,100	17/02/2021	Approved	10/03/2021	22	0	22
<b>DA/2021/38</b>	Applicant: E C Heinrich 3 St Johns CT JINDERA Lot: 14 DP: 773623	New Shed & Demolition of Existing Shed	\$8,835	17/02/2021	Approved	10/03/2021	22	0	22
<b>DA/2021/40</b>	Applicant: Davis Sanders Homes Pty Ltd 232 Coogera CCT JINDERA Lot: 517 DP: 1236708	New Dwelling Shed & Garage	\$715,537	18/02/2021	Approved	11/03/2021	22	0	22
<b>DA/2021/41</b>	Applicant: St Mary's Church 197 Urana RD JINDERA Lot: 2 DP: 801591	Extension of Pre-Existing Private Cemetery	\$0	19/02/2021	Approved	31/03/2021	21	20	21
<b>DA/2021/43</b>	Applicant: Ultimate Alfresco 15 Commercial ST WALLA WALLA Lot: 8 DP: 13623	New Patio	\$30,000	24/02/2021	Approved	18/03/2021	23	0	23
<b>DA/2021/47</b>	Applicant: Greater Hume Shire Council Grubben RD HENTY Lot: 16 DP: 8418	Land Acquisitions for Road Purposes	\$0	5/03/2021	Approved – Exempt Development	5/03/2021	1	0	1
<b>DA/2021/48</b>	Applicant: Shed Boss 63 Charles ST GEROGERY Lot: 211 DP: 753339	New Shed	\$54,000	5/03/2021	Approved	31/03/2021	27	0	27
<b>CDC/2021/16</b>	Applicant: Afonso Building Solutions 14 Terlich WY JINDERA Lot: 117 DP: 1267384	New Dwelling and Garage	\$308,780	3/03/2021	Approved – Private Certifier	3/03/2021	1	0	1

# Applications Approved

c_dm073	Approved Between 1/03/2021 and 31/03/2021						08/04/2021		
Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days	
<b>CDC/2021/17</b>	Applicant: Timber Bau 90-92 Urana ST JINDERA Lot: 3 Sec: 11 DP: 758544	Cafe Internal Alterations for Toilets	\$36,500	3/03/2021	Approved	16/03/2021	14	0	14
<b>CDC/2021/18</b>	Applicant: D Tot 217 Coogera CCT JINDERA Lot: 512 DP: 1236708	New Swimming Pool	\$37,534	5/03/2021	Approved – Private Certifier	5/03/2021	1	0	1
<b>CDC/2021/19</b>	Applicant: O'Neill Homes Pty Ltd 48 Durakar CL JINDERA Lot: 4 DP: 1203870	New Dwelling and Garage	\$435,854	16/03/2021	Approved – Private Certifier	16/03/2021	1	0	1
<b>CDC/2021/20</b>	Applicant: Afonso Building Solutions 53 Pech AVE JINDERA Lot: 79 DP: 1224019	New Dwelling and Garage	\$291,430	17/03/2021	Approved – Private Certifier	17/03/2021	1	0	1
<b>CDC/2021/21</b>	Applicant: C D Toohey 123 Nioka RD JINDERA Lot: 102 DP: 1227668	New Swimming Pool	\$39,902	17/03/2021	Approved – Private Certifier	17/03/2021	1	0	1
<b>CDC/2021/22</b>	Applicant: E M Jones 287 Gerogery West RD GEROGERY Lot: 622 DP: 1184405	Alterations & Additions to Dwelling	\$34,000	25/03/2021	Approved – Private Certifier	25/03/2021	1	0	1
<b>CDC/2021/23</b>	Applicant: Farrugia Building 156 Courtney LN MOORWATHA Lot: 122 DP: 1083756	New Swimming Pool	\$57,682	26/03/2021	Approved – Private Certifier	26/03/2021	1	0	1

<b>Report Totals &amp; Averages</b>	Average Elapsed Calendar Days: 31.71	Total Elapsed Calendar Days: 888.00
<b>Total Number of Applications : 29</b>	Average Calendar Stop Days: 13.79	Total Calendar Stop Days: 386.00
<b>Total Estimated Cost : 6,271,595.00</b>	Average Adjusted Calendar Days: 17.93	Total Adjusted Calendar Days: 502.00



**MINUTES OF THE WALLA WALLA COMMUNITY DEVELOPMENT COMMITTEE HELD ON  
MONDAY 8<sup>th</sup> FEBRUARY 2021 AT THE  
WALLA WALLA RTC AT 7:00pm**

**PRESENT**

Daniel Nadebaum (Chairman), Trevor Schroeter (minute taker), Karen Schoff, Jenny Jacob, John Seidel, Leon Schoff, Raquel Kotzur, Virginia Scholz, Don Walkley, Matt Hicks, Jenny O'Neil, Steve Pinnuck.

**APOLOGIES**

Leonie Carey, Kim Lieschke, Ben Kotzur.

Don Walkley, Headmaster at St Paul's College, addressed the meeting. The college are working to find ways to further connect with the local community. They are inviting the community to think about and suggest ideas of how this could occur and Don would be happy to hear from anyone about any potential ideas. Ideas/comments etc can be forwarded through Daniel and/or Leonie or directly with Don at the college.

Steve Pinnuck, General Manager Greater Hume Council, addressed the meeting. Steve provided the following updates which would be of special interest to the Walla Walla community;

**Walla Walla Solar Farm** has been conditionally approved but will still take some time to be operational – possibly a couple of years. The solar farm Voluntary Planning Agreement (VPA) will soon be available to the public and Steve encouraged people to peruse it and make any submissions if they want to provide feedback. This VPA is the basis for how the community will benefit financially if and when the farm is built. Steve encouraged the Community Development Committee to be proactive in thinking about what projects are a priority for the town and to start thinking about business plans etc to support them so that we can be on the front foot when things start to happen.

**The Sale of Stage 1 Residential Blocks at Jacob-Wenke** drive has surpassed expectations with 4 sold and 2 under offer, leaving only 1 left. Council have appointed a consultant to design Stage 2 which will result in approx. 10 blocks being available and hopefully ready by the end of 2021 calendar year.

**The Walking Track** to the gum swamp is about to go to tender, and Steve advised the project has the potential to be completed in this financial year.

Update on Riverina Water Grants

The Community Development Committee has been successful in obtaining two grants from Riverina Water. Yay.

***Water Tower Art***

Virginia advised the project was underway and initial discussions have been had with Kotzur's (in regards to the site) and the artist (Heesco). A mood-board is being created with the subject matter being suggested as 'local flora/fauna' (things like squirrel gliders, birds, gum swamp, etc). A working bee will need to be organised to help prepare the site and the timeframe for painting the tower is around September.

***Exercise Equipment***

Trevor advised that he will now obtain formal quote from the equipment provider, Once this is received we can get the equipment ordered and then liaise with council in regards the site works etc. PJN have generously agreed to install the equipment. Delivery of the equipment will take approx. 3 months so the planned completion date is around July. This coincides nicely with the completion of the skate park which is around May/June.

Trevor volunteered to provide an update in the local Community Newsletter about these successful grants.

The Walla-North-Walla Tennis Club were also successful in obtaining a grant from Riverina Water to assist with re-fencing their courts. They were also successful in obtaining other grants for the same purpose so they are working through the logistics of applying the grants to this project, hoping to do the work in May.

**CORRESPONDENCE**

- In - Australian Red Cross – Invoice defibrillator battery  
 Jenny Jacob – Email regards Elisa Bartholomaeus resigning from Newsletter team  
 Greater Hume Council - Intersection Urana Road & Walla Jindera Roads  
 Jenny Jacob – Newsletter meeting  
 Trevor & Annette Schroeter – Exercise equipment grant.  
 Council Meeting Reports – April to December
- Out- Mrs Ivy Barber - Thank you for donation, from the Ivy Barber Cookbook to Childcare Centre  
 Greg Blackie – Skatepark, Exercise equipment, Walking Track.  
 Riverina Water Grant – Letter of support for Walla North Walla Tennis Club – synthetic grass courts  
 Riverina Water Grant – Letter of support for Walla North Walla Tennis Club – Fencing around courts.  
 Greater Hume Council – Skatepark location.

It was moved by Raquel and seconded by John that our thanks to Elisa are recorded in the minutes, for her time and energy spent on the Community Newsletter committee. A thank-you card is also to be sent to Elisa from our committee.

**TREASURER'S REPORT**

- Karen presented her report (copy attached). Total funds at 31 January 2021 is \$40,535.90
- It was moved by Karen and seconded by Raquel that the money previously held in a term deposit (now matured) be moved to the S16 account.
- Karen is waiting on an invoice of approx. \$210 to pay for a defibrillator battery.
- Karen will take on the task of sending invoices from the Newsletter committee. This was previously performed by Elisa who is no longer on that committee.

**GENERAL BUSINESS**

Christmas Light Competition - Raquel advised that there were a good number of lights in the town again this year, although entries for the competition were down from last year. Winners were announced in the February Community Newsletter.

Thanks to Raquel and Jessica who organise this event each year.

Red Bows/Xmas Lights – After liaising with council, it was decided not to erect red bows in the town, and instead ‘light-up’ the town wagon shed. Council paid for the lights and a few people from this committee did the decorating. Looked good and lights can be used again next year. Need to think if there is anything else we can do for next year and beyond.

150<sup>th</sup> Anniversary Committee – Trevor advised that the 150<sup>th</sup> committee was still in the process of deciding on a community project to spend their funds on. The project will potentially have a historical aspect to it.

Open Community Meeting – It was decided not to hold an open community meeting this year and try something different. We will provide a 1-pager in the March Community Newsletter which will outline the achievements of the committee in the recent past. The flyer will also provide opportunity for people to make suggestions to the Community Development Committee in regards future projects. Trevor agreed to get the flyer underway.

Items for Discussion at Next Meeting – It was agreed that the following two items should be included as agenda items for the next Community Development meeting;

- Procedure for obtaining defibrillator when one is out of action
- Regular town ‘meet & greet’ event

Next meeting will be held on Monday 19 April 2021 starting at 7pm.

The meeting closed at 9:00pm.

**MINUTES OF THE WALLA WALLA COMMUNITY DEVELOPMENT  
COMMITTEE  
SPECIAL MEETING  
HELD ON THURSDAY 27<sup>TH</sup> AUGUST 2020 AT THE  
WALLA WALLA MEMORIAL HALL, AT 7.00 PM**

**PRESENT**

Daniel Nadebaum (Chairman), Leonie Carey (Secretary), John Seidel, Trevor Schroeter, Kim Lieschke, Jenny Jacob, Leon Schoff, Marj Rayner

**Visitor** – Lynnette O'Reilly (Greater Hume Council)

**APOLOGIES**

Ben Kotzur, Raquel Ortega-Zarco, Elisa Bartholomaeus, Karen Wenke, Karen Schoff

**Special meeting to discuss Skate Park and Riverina Water Grants****SKATE PARK FOR WALLA WALLA**

Greg Blackie (Greater Hume Council) advised that Walla Walla will be now be receiving a new cement skate park, instead of a steel structure, using parts left over from other skate parks in the shire, that have been replaced. Greg asked for suggestions on where the skate park should be erected. He said to consider that it needs to be somewhere in the public eye and not tucked away where children can cause trouble.

The meeting discussed options they thought would be suitable.

*Moved that we consider the best option will be behind the Swimming Pool, which is presently in the Swimming Pool area. Alternative options being Lions Park, Sunnyside Crescent Park or Fire Station area.*

Moved                      John Seidel                      Seconded                      Kim Lieschke                      Carried

Consult with youth in Walla Walla area as to possible location of skate park. Check with Max Trimble regards this issue, as how to go about this.

Community consultation before erecting skate park

Consult the Swimming Pool committee regards putting skate park in pool area.

Lynnette O'Reilly suggested we work with an organisation called Totem, who work with children in the community regards behaviour, rules etc. This could help behaviour problems around the skate park area.

**RIVERINA WATER GRANT**

Riverina Water has approx. \$165,000 to give away in grants over the Greater Hume Shire. Opens 21<sup>st</sup> September and closes 26<sup>th</sup> October.

Meeting discussed possible projects to apply for the Riverina Water grant

We decided on 4 projects

New Fence – Tennis Club

Silo art water tower – Silo Committee

Exercise Equipment – Community Development Committee  
 Noticeboard or other projects – Lions Club

Moved	Marj Rayner	Seconded	Trevor Schroeter	Carried
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People to contact – Tracey Mullavey regards her research on Exercise Equipment. Lions Club to advise of grant and see what they might apply for & Silo committee regards painting water tower.

Other projects suggested – Landscaping around new pavilion, tennis courts and playground, at the Sportsground, Signage at Walla Walla Gum Swamp

### **Other Items raised**

Check with Greg Blackie regards where the bike/walking track is up to and see if we can get a plan of where the track is going.

We will hold a joint meeting with the Walla Walla Newsletter Support Group and the Walla Walla Community Development Committee, to have a yearly review and discussion. Date to be set. Elisa Bartholomaus is resigning from Newsletter Support Group.

Lynnette O'Reilly from Greater Hume Council advised they have funds available to help with “connecting in isolation”, which could include helping people one-on-one or holding group sessions with technology so they can stay connected.

Marj Rayner has still been or organising placing booklets at information board in front of swimming pool. There is room for photos at the back of this board and anyone is welcome to replace these photos on a regular basis. There is also a photo board at the Post Office that could have updated photos regularly. This board is not on display at the moment and needs to be organised with Post Office owners, Michelle & Chris Schulz to bring it back out in view.

**Meeting Closed – 8.30pm**

**PLEASE NOTE: NEXT HALL MEETING MONDAY 12<sup>TH</sup> APRIL 2021 AT 5.30PM****Minutes of Walla Walla Community Hall Committee meeting held Monday 1<sup>st</sup> March 2021.**

Meeting opened by President Jeff Grosse at 5.35pm. Jeff welcomed all.

Present: Jeff Grosse, Duina Hoffmann, Janet Paech, Elisa Bartholomaeus, Herb Simpfendorfer, Leon Schoff, Ross & Helen Krause.

Apologies: Elaine Krause. Moved Janet seconded Elisa that apology be accepted. Carried.

Minutes of meeting held 1<sup>st</sup> February 2021 taken as read. Moved Herb seconded Ross. Carried.

**Business out of Minutes:**

1. Chairs – It was felt our chairs are in good condition and we could purchase stoppers and fix them. Elisa moved we purchase 100 plus stoppers seconded Leon. Carried.
2. Couches – Elisa moved we purchase 2 Scotchguarded double seated Couches seconded Helen. After discussion on the need, and after a vote it was agreed we purchase these.
3. Herb has now adjusted both Front Door locks. They work well.
4. Photos in Main Hall still to be rehung.
5. Council has repaired the front footpath and closed the opening of the Kitchen side wall.
6. Cobweb Broom – This has not been purchased. Elisa offered to purchase one.

**Correspondence:**

1. Email to and from Council advising us all maintenance requests should be phoned to a Council office. It will then be placed on a database so they can keep track of repair work.
2. Email from Back on Track Physiotherapy booking dates for their 8 Group activity sessions.
3. A booking has been received from Holbrook Library for a 1<sup>st</sup> Aid Course to be held on Wednesday 12<sup>th</sup> May 5:30pm - 9:30pm.

Moved Duina seconded Leon that tabled correspondence be dealt with accordingly.

**Treasurer's Report:**

Interest Bearing Deposit	\$15925.64
S18 Account	<u>\$ 8074.80</u>
Total funds	\$24000.44

Jeff moved his report be accepted and accounts paid be ratified. Seconded Leon. Carried.

**General Business:**

1. Because of Easter our next meeting will be held on Monday 12<sup>th</sup> April 2021.
2. Markets. Elisa advised she will be on holidays for the next Walla Markets (11<sup>th</sup> April). Herb, Ross & Helen will manage them.
3. Wiggle & Giggle. This program will finish on Tuesday 23<sup>rd</sup> March. Elisa thinking of continuing a similar program each Tuesday.
4. 2 other suggestions for Hall use.
  - 1} With suitable helpers and youth workers a School Holiday activities could be organised with board games, craft, a friendly police visit, etc..
  - 2) Art Exhibition. Boards could be hired. Costs would need to be considered and people would be required to supervise all the time.
5. Honour Board will be rehung before Anzac Day
6. Herb will use the carpet piece leftover from the Memorial Hall floor.

7. Janet heard about Essential Energy having a promotion to support Community Halls receiving \$200. Secretary to look on their website. Walla Hall had received a similar amount from them in 2017 .

There being no further business Jeff closed the meeting at 6.45pm and thanked all for attending.

Bookings

Tuesday 2/9/16/23 March -  
Intereach "Wiggle & Giggle"

Sunday 14<sup>th</sup> March – Walla Markets

Sunday 11<sup>th</sup> April – Walla Markets

Thursday 18/25 March, 1/8/15/22/29 April/6 May  
Vitality Passport – 8 Group Activity Sessions

Wednesday 14<sup>th</sup> April – Vitality Program

Thursday 22<sup>nd</sup> April – 1<sup>st</sup> Aid Course

Sunday 25<sup>th</sup> April – Anzac Day