



LITHGOW CITY COUNCIL

A CENTRE OF REGIONAL EXCELLENCE

AGENDA

ORDINARY MEETING OF COUNCIL

TO BE HELD AT

THE ADMINISTRATION CENTRE, LITHGOW

ON

01 AUGUST 2011

AT 7.00pm

AGENDA

APOLOGIES

CONFIRMATION OF THE MINUTES OF THE ORDINARY MEETING OF COUNCIL HELD ON 11TH JULY 2011

PUBLIC FORUM

DECLARATION OF INTEREST

MAYORAL MINUTES - NIL

NOTICE OF RESCISSIONS - NIL

NOTICES OF MOTION - Update on the Public sale of Lithgow City Council owned residential land in Cary Gardens Estate, Cary Avenue Wallerawang - Councillor M F Ticehurst

CORRESPONDENCE AND REPORTS

General Managers Reports
Environment and Development Reports
Operation Reports
Community and Strategy Reports
Finance Reports

COMMITTEE MEETINGS

Traffic Authority Local Committee
Sports Advisory Committee

REPORTS FROM DELEGATES - NIL

BUSINESS OF GREAT URGENCY

as identified by Clause 241 of the Local Government (General) Regulations 2005

CLOSED REPORTS - NIL

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NOTICES OF MOTION

ITEM-1 NOTICE OF MOTION - 01/08/11 - UPDATE ON THE PUBLIC SALE OF LITHGOW CITY COUNCIL OWNED RESIDENTIAL LAND IN CARY GARDENS ESTATE, CARY AVE WALLERAWANG - COUNCILLOR M F TICEHURST

REFERENCE

Lithgow City Council resolution 06 – 206: Land Stock Cary (Gardens) Ave Wallerawang.
Lithgow City Council resolution 11 – 278: Ordinary Meeting of Lithgow City Council on 11 July 2011.

COMMENTARY

As Council and Councillors would be aware, the Council previously advertised for auction in July 2008, ten blocks of residential land located with the Lithgow City Councils owned 'Cary Gardens' Estate in Cary Ave Wallerawang.

At the time the public auction received little or no interest and the blocks were subsequently placed on sale through the Councils Real Estate Agent, LJ Hookers of Lithgow in late 2008.

Nearly three years have passed and I now understand that no blocks of land have been sold to date.

- Q.** Could the General Manager and Senior Council Officers provide the Council, Councillors, ratepayers and residents with an urgent report on what previous history and actions the Council undertook with respect to the sale of the 10 residential blocks in the Council owned Cary Gardens Estate and what future action it now proposed to be undertaken for the sale of the surplus Council owned land?
- Q.** Could the General Manager and Senior Council Officers in their report advise the Council, Councillors, ratepayers and residents if it is possible for the future sale of the land in the Cary Gardens Estate could be included in:
1. A public ballot directed towards encouraging young families as new First Home Buyers to the village of Wallerawang; and/or
 2. A public ballot directed towards encouraging families moving to the village of Wallerawang from Sydney, Newcastle and Wollongong under the recently announced &7,000 Relocation Home Buyers Grant as reported to the most recent Meeting of the Lithgow City Council?

POLICY IMPLICATIONS

NIL

FINANCIAL IMPLICATIONS

NIL

LEGAL IMPLICATIONS

NIL

ATTACHMENTS

NIL

RECOMMENDATION

THAT:

1. The General Manager and Senior Council Officers provide the Council, Councillors, ratepayers and residents with an urgent report on what previous history and actions the Council undertook with respect to the sale of the 10 residential blocks in the Councils Cary Gardens Estate and what future action it now proposed to be undertaken for the sale of the surplus Council land; and
2. The General Manager and Senior Council Officers in their report advise the Council, Councillors, ratepayers and residents if it is possible for the future sale of the Council owned land in the Cary Gardens Estate could be included in:
 - a. A public ballot directed towards encouraging young families as new First Home Buyers to the village of Wallerawang; and/or
 - b. A public ballot directed towards encouraging families moving to the village of Wallerawang from Sydney, Newcastle and Wollongong under the recently announced \$7,000 Relocation Home Buyers Grant to the village of Wallerawang.

GENERAL MANAGERS REPORTS

ITEM-2 GM - 01/08/2011 - DIVISION OF LOCAL GOVERNMENT 'DESTINATION 2036'

REFERENCE

NIL

SUMMARY

The Division of Local Government is holding a workshop during August in relation to the future of Local Government.

The Minister for Local Government, the Hon Don Page MP, will be opening and closing the workshop and will be in attendance throughout the two days.

COMMENTARY

On 17-18 August 2011, local government leaders have been invited to come together in Dubbo to plan the future of local government in NSW. This is being called 'Destination 2036'.

Over those two days, participants are to be challenged to work together to:

- create a bold vision for local government
- identify the roadmap that will put us on a path to this vision
- develop a shared view on the right models for local government
- develop a short term Action Plan - not a wish list, but something clever and achievable that focuses on priorities for the next 4 years.

The workshop is also creating an opportunity for new relationships of trust within and between Local and State Government to help deliver strong local government for the communities of NSW.

What is Destination 2036?

Destination 2036 has been designed as an opportunity for the sector to map out its own future and its own priorities, in partnership with the NSW Government.

Destination 2036 is to provide a process and a forum for local government to explore these issues and to consider and develop structures and approaches to local government in NSW that will allow the sector to meet the needs and expectations of our communities of the future.

Destination 2036 is being developed with the help of the Local Government and Shires Association, the Local Government Managers Association and the Australian Centre of Excellence in Local Government.

The Discussion Paper

The Division commissioned the preparation of a discussion paper - 'Our Communities, Our Councils, Our Future'. Interestingly this paper brings together key ideas from a range of work on local government in NSW and Australia done by a large number of organisations and individuals in recent years, i.e. significant reform and amalgamations.

Who is attending the workshop?

Invitations to participate at the workshop were extended by the Division of Local Government to:

- The mayor of every council, or their representative;
- The general manager of every council, or their representative;
- The Chair of every county council;
- The Chief Executive of every county council; and
- The Executive Officer from every Regional Organisation of Councils.
- Office Bearers of the LGSA
- A representative from each of the key employee representative bodies.

In addition, there will be a number of observers at the workshop from relevant state government agencies.

POLICY IMPLICATIONS

NIL

FINANCIAL IMPLICATIONS

NIL

LEGAL IMPLICATIONS

NIL

ATTACHMENTS

1. Division of Local Government Destination 2036 Discussion Paper

RECOMMENDATION

THAT Council note the report on the Division of Local Government 'Destination 2036' workshop.

ITEM-3 GM - 01/08/11 - REVIEW OF POLICY 9.9 PAYMENT OF EXPENSES AND PROVISION OF FACILITIES TO COUNCILLORS

REFERENCE

Nil

SUMMARY

As previously reported Council's Policy 9.9 for the 'Payment of Expenses and Provision of Facilities to Councillors' has been reviewed as Version 4 and then advertised seeking submissions from the public. This report provides a recommendation that the policy now be adopted by Council.

COMMENTARY

The draft Policy 9.9 for the 'Payment of Expenses and Provision of Facilities to Councillors' has been reviewed and advertised. The Policy was publically advertised from 30 June 2011 to 28 July 2011. The Policy is now submitted to the Council as Version 4 for adoption.

The following changes were made:

EXPENSES:

Clause 1:

Inclusion of the word 'overseas' as follows:

*Councillor/s must have successfully supplied to Council (in an open session of a council meeting) details via a written report which illustrates the nexus of their **overseas** trip with the policies and/or objectives of the Council and the report must illustrate the community benefit that will arise from the trip.*

Deletion of the paragraph:

Councillor/s undertaking any travel outside the Lithgow City Council Local Government Area (LGA) are required to submit a written report to the next Council meeting via the Business Paper for that meeting.

Clause 2:

Point 9: addition of 'or arranged by Council;

*Inspections within the area of the Council, undertaken according to resolution of council; **or arranged by Council***

Clause 5:

Addition of '(if held)':

Council will purchase the tickets to the annual Lithgow Business Association Awards (if held) for Councillors and partners wishing to attend and payment shall be from this vote.

FACILITIES:

Clause 4:

Deletion of the following sentence and associated points:

In addition, the following information and resources will be provided;

Clause 6:

Change wording from Councillors Room to **Committee** Room':

Clause 7:

Change value from \$2,000 to **\$2,200** for the lease of the Mayoral Vehicle, in accordance with Council resolution.

ATTACHMENT:

Fuel reimbursement altered to allow for award increases:

Engine Capacity• < 2.5 litres @ **65c** per km (previously 64c per km)

Engine Capacity• > 2.5 litres @ **74c** per km (previously 73c per km)

At the time of writing the report there was NIL submissions received from the public on this draft Policy.

POLICY IMPLICATIONS

Draft Policy 9.9 for the 'Payment of Expenses and Provision of Facilities to Councillors' Version 4.

FINANCIAL IMPLICATIONS

NIL

LEGAL IMPLICATIONS

NIL

ATTACHMENTS

1. Draft Policy 9.9 for the 'Payment of Expenses and Provision of Facilities to Councillors'

RECOMMENDATION

THAT Council adopt the revised Draft Policy 9.9 for the 'Payment of Expenses and Provision of Facilities to Councillors,' Version 4.

ITEM-4 GM - 01/08/11 - OUTSTANDING NOTICE OF MOTIONS - 2008 TO PRESENT

REFERENCE

Min No 11-12: Ordinary Meeting of Council 24th January 2011

SUMMARY

Council previously request that a quarterly report be provided on Notices of Motion and the progress made in relation to those items.

COMMENTARY

Council resolved that:

THAT at least quarterly, Council report to our Ordinary Meeting of Council of its outstanding motions from the commencement of the current Council term.

Attached to the Business Paper is an updated table of notices of motion resolved by Council since October 2008 along with resolutions from Business of Great Urgency for Council consideration. Included in the tables is information on action taken to implement the Council resolutions.

POLICY IMPLICATIONS

NIL

FINANCIAL IMPLICATIONS

NIL

LEGAL IMPLICATIONS

NIL

ATTACHMENTS

1. Table of Notices of Motion adopted by Council since October 2008.
2. Table of resolutions of Council from Business of Great Urgency since October 2008.

RECOMMENDATION

THAT Council note the report on Notices of Motion.

ENVIRONMENT AND DEVELOPMENT REPORTS

**ITEM-5 ENVIRO - 01/08/11 - DEVELOPMENT APPLICATION /
CONSTRUCTION CERTIFICATE 046/11DACC - REDEVELOPMENT
OF LITHGOW AQUATIC CENTRE - GEORGE COATES AVENUE,
LITHGOW**

**REPORT BY: ANDREW MUIR – GROUP MANAGER ENVIRONMENT &
DEVELOPMENT**

REFERENCE

Development Application/Construction Certificate 046/11DACC.

SUMMARY

To recommend determination of Development Application/Construction Certificate 046/11DACC for the re-development of the Lithgow Aquatic Centre at Tony Luchetti Sports Ground, George Coates Avenue, Lithgow being Lot 1 DP 1123449. The application is recommended for approval, subject to conditions.

COMMENTARY

The proposal is for re-development of the existing Lithgow War Memorial Aquatic Centre. The Development Application seeks to undertake the works in a staged process, with a Construction Certificate being submitted for Stage 1 only. The staging is proposed as follows:

STAGE 1

- Demolition of the existing toddlers and “learn to swim” pools and surrounding concourse.
- New Hidroplay and zero depth splash park, new pool water filtration system and associated shade structure.
- New entry point to the site off George Coates Avenue
- New administration and kiosk building including foyer and café and social seating areas.
- New amenities facilities and plant room.
- New parking area, including 50 spaces and closure of part of George Coates Avenue
- New fencing along existing alignment
- Construction Certificate for Stage 1.

STAGE 2

- New indoor 25m multipurpose pool and associated pool water treatment system.
- New concourse surround.
- New upgrade to electrical and stormwater systems.

There are no changes proposed to the hours of operation as a result of Stage 1. At present the pool is open from the beginning of October to late April, and the hours will remain as 7am – 7pm Monday to Friday and 8am – 7pm Saturday, Sunday and Public Holidays.

However, on the completion of the current Stage 2 the pool will be open to the community year round with hours being from 6am – 9pm daily.

Staff numbers will not increase as a result of this proposed development; however positions will be available year round following the completion of the current Stage 2.

Given the location of the proposal is within the existing aquatic centre site, and the site is physically separated from other land uses such as residential dwellings, it is considered that the development is proposed in a suitable location.

The greatest change to the locality as a result of the proposal is that the development incorporates a new entry point off George Coates Avenue. Accordingly, a new parking area is to be provided along Barton Street which will result in a portion of the road being closed and traffic arrangements around Tony Luchetti Sports Ground being modified. Traffic will still be able to flow in the area with some minor modifications to the intersection closest to the entry of Tony Luchetti Sports Ground.

POLICY IMPLICATIONS

Council's *Policy 7.6 - Development Applications by Councillors and Staff and Relatives or on Council Owned Land* is applicable to the site. The policy indicates that "where the development application is on Council owned land, that such an application be referred to Council for consideration and determination and that no aspect of the application be dealt with under delegated authority." Whilst the land where the facilities are situated is Crown land, the application is referred to Council for determination in the context of it being a 'Council development'. It should be noted that the Crown has given its approval to the lodgement of an application.

FINANCIAL IMPLICATIONS

The financial implications of the development such as the costs of construction must be considered completely independently of Council's assessment of the application.

There are no other financial implications of the development.

LEGAL IMPLICATIONS

In determining a development application, a consent authority is required to take into consideration the matters of relevance under Section 79C of the *Environmental Planning and Assessment Act 1979*. A full assessment of these matters is provided as an attachment to this report.

ATTACHMENTS

1. A Section 79C report pursuant to the Environmental Planning and Assessment Act 1979

RECOMMENDATION

THAT:

1. Development Application 046/11DACC be approved subject to conditions specified in the attached Section 79C assessment.
2. A **DIVISION** be called in accordance with the requirements of Section 375A(3) of the Local Government Act, 1993.

ITEM-6 ENVIRO - 01/08/11 - DEVELOPMENT APPLICATION 065/11DA - DWELLING AND GARAGE - 23 MORT STREET, LITHGOW

REPORT BY: ANDREW MUIR – GROUP MANAGER ENVIRONMENT & DEVELOPMENT

REFERENCE

Nil

SUMMARY

To advise Council of the submission of Development Application 065/10DA for the approval of a house and garage at 23 Mort Street Lithgow being Lot 1 DP 1099264 and Council covenant for access applicable to the site. The application is recommended for approval, subject to conditions together with removal of the covenant.

It is necessary for the Development Application to be considered by Council as no delegation is held by Council Officers to remove the restrictive covenant relating to access off Vale Place.

COMMENTARY

The proposal is for a two storey dwelling with a kitchen, living/ dining room, office, laundry bathroom and veranda on ground level and four bedrooms with one walk in wardrobe and cupboards on the first floor. The construction is of timber frame, timbercrete (sandstone colour) and deep ocean colourbond.

The proposal also includes a detached colourbond double garage with a shower, vanity and toilet facilities.

As part of the application it is proposed that the driveway access to the garage be via Vale Place. Currently there is a restrictive covenant placed on the property under Section 88B of the Conveyancing Act as part of subdivision approval 338/03DA which states:

Terms of Restrictions numbered 2 in the Plan:

- *No access will be permitted to or from the burdened lot other than from Mort Street frontage of the burdened lot.*

Name of person empowered to release, vary or modify Restriction numbered 2 in the Plan:

- *Council of the City of Lithgow*

For that reason, it was requested by the applicant that Council release this restrictive covenant as the 'name of person empowered to release' allowing access to the garage via Vale Place.

It is noted that the restriction was imposed on the allotment due to public submissions as part of the subdivision 338/03DA. The submissions raised concerns with the width of the lane, garbage services and turning areas within Vale Place. Further, as part of the notification process for the proposal, one submission with five signatures was received.

The application was referred to Council Operations staff for consideration who subsequently met with the applicant on site. It was found that from an engineering point of view that access off Vale Place could be permitted given that:

- The off street carparking caters for 4 vehicles and that the land use is for a dwelling only. Further, that a condition of consent imposing 'no parking' signage along the Vale Place on the applicant's boundary would alleviate concerns of excessive parking in Vale Place.
- The increased traffic is minimal given it is one dwelling.
- Garbage collection will not be a problem as the services for the allotment will be collected off Mort Street.
- It is agreed that the turning area at the end of Vale Place is a Council issue separate to this application and should not be imposed on the applicant.

Therefore the proposed access is acceptable with conditions of consent and it is appropriate for Council to remove the 88B restrictive covenant.

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

All matters of relevance under Section 79C of the Environmental Planning and Assessment Act 1979 have been taken into consideration.

ATTACHMENTS

1. A Section 79C report pursuant to the Environmental Planning and Assessment Act 1979
2. Section 88B Instrument of the Conveyancing Act 1919 for DP 1099264.
3. Elevations of the proposed dwelling

RECOMMENDATION

THAT:

1. The Lithgow City Council Covenant in 88B instrument for DP 1099264 be released to allow access off Vale Place for this development proposal.
2. Development Application 065/10DA be approved subject to conditions specified in the attached Section 79C assessment.
3. A **DIVISION** be called in accordance with the requirements of Section 375A(3) of the Local Government Act, 1993.

ITEM-7 ENVIRO - 01/08/11 - LEGAL ACCESS ISSUES - CLARENCE

REPORT BY: ANDREW MUIR – GROUP MANAGER ENVIRONMENT & DEVELOPMENT

REFERENCE

Nil

SUMMARY

To advise Council of a recent meeting held in relation to legal access problems encountered by several properties in the vicinity of Zig Zag Railway, Clarence.

COMMENTARY

Councillors would be aware of a meeting that was held on 7 July 2011 following representations received from landowners in the Clarence area. These landowners do not currently enjoy legal access to their properties and the aim of the meeting was to discuss the issues and options in an attempt to move towards a resolution of the problem on behalf of these landholders. A copy of a plan indicating the properties that do not currently enjoy legal access is attached to the business paper.

The meeting was attended by a number of local residents; a representative from the Zig Zag Railway; a representative of the Department of Lands/Central Tablelands Heritage Trust; State Forests; the Mayor, Neville Castle; Councillor Col Hunter; Councillor Ray Thompson; Councillor Wayne McAndrew and Councillor Wayne Marshall. A broad discussion took place on the issues faced by four landholders in the area who do not currently enjoy legal access to their properties. Options were discussed including a possible right of carriageway through the Clarence/Dargan Bushfire Brigade land (currently owned by Lithgow Council), a possible access from an existing steep track which commences in the vicinity of the current viewing area adjacent to the Bells Line of Road, and formalisation of the existing access arrangement past the Zig Zag Railway, Clarence Sawmill onto Crown Land and beyond. A copy of the options are attached to the business paper.

The general feeling of the meeting was that the favoured option was the dedication and utilisation of the existing road which goes past Zig Zag Railway. This may provide an opportunity for a land swap between Zig Zag Railway and Council to formalise the ownership of the intersection and formalise part of the existing road as public road as it is currently land which is held in a Lot & Deposited Plan. However, there are some issues with this option that Council should be aware of if it wishes to proceed further. For example, there would be legal costs, land transfer costs, potential liability in relation to crossing a rail crossing as well as the costs of constructing the necessary safety requirements for the crossing and additional maintenance of a road which Council does not currently maintain.

In the meeting, some discussion was held as to whether the Crown may be able to assist as it has done by contributing to survey costs for a situation being resolved at Williwa Creek Road, Portland. This suggestion has been formally put to the Department of Lands and at the time of writing this report a response is yet to be received.

It was also suggested that as State Forests is a heavy user of the road, particularly during forest harvesting operations, that an arrangement might be able to be entered into seeking a contribution towards maintenance of the road.

Given the complexity of the issues, the meeting was unable to reach a conclusion to rectify the problem and now there are several matters that Council must consider. It is suggested that prior to moving forward, the following actions need to be taken:

- Determine the level of risk/liability associated with Council accepting dedication of a public road that crosses a railway crossing.
- Determine the potential costs to Council to undertake such works in the vicinity of a railway crossing that are required by the Rail Safety Regulator.
- Seek a formal response from the Department of Lands as to whether they would be amenable to contributing towards costs associated with survey and dedication of a public road in this instance, as similarly undertaken at Williwa Creek Road.
- Formally seek a response from State Forests as to whether they would be amenable to making a contribution towards the maintenance of a public road should such road be accepted as a public road, given their forest harvesting operations in the area.
- Undertake an assessment of the potential costs associated with the survey and ongoing maintenance of the said road given that the service levels may be reduced considering its access to only a handful of properties, although it is understood that the road is heavily trafficked by tourists, four wheel drivers and motorcycle riders.
- Ascertain from the Local Member, Mr Paul Toole MP what potential sources of funding he may be able to investigate that may assist in funding a solution to this matter.

Finally, one of the property owners affected by this issue seeks to lodge a development application for a dwelling on his property. This has not been feasible to this point as he does not enjoy legal access to the property. One of the options available to him may be to seek a right of carriageway over Council land adjacent to the Clarence/Dargan Bushfire Shed and then onto Zig Zag Land which would then necessitate Zig Zag providing him a Right of Carriageway. The Clarence/Dargan Bushfire Brigade have already considered this matter and subject to the correct location of the Right of Carriageway would not object. The Roads & Traffic Authority have also indicated that providing only one additional property gets access from the Bells Line of Road, that they would not object. Consequently, this may be a short term solution for one of the property owners that would allow him to get legal access to his property and enable lodgement of a development application. It should be noted, however, that the creation of the Right of Carriageway would be entirely at his cost.

POLICY IMPLICATIONS

No policy implications are apparent at this stage, however should Council proceed to dedicating new public road then the policy on Asset Acquisition may become applicable.

FINANCIAL IMPLICATIONS

At this stage there are no financial implications, however this will require further assessment prior to Council determining whether it wishes to expend funds on any solution.

LEGAL IMPLICATIONS

Property owners currently do not enjoy legal access to their properties and as a consequence legal implications arise when they seek to gain consent for a dwelling on the property. It seems as though historically two dwellings in the area have been able to be constructed, although at least in one circumstance this is many years ago.

ATTACHMENTS

1. Plan indicating properties in the area not enjoying legal access
2. Options for resolution of legal access problems

RECOMMENDATION

THAT Council:

1. Note the report on legal access issues and the meeting held in relation to the matter on 7 July 2011.
2. Approach the Member for Bathurst, Mr Paul Toole MP requesting that he investigate what possible funding sources may exist to resolve this problem.
3. Formally seek a response from the NSW Department of Lands as to whether they may be able to assist in funding a solution to this matter.
4. Formally seek a response from State Forests to ascertain if they would be willing to fund ongoing maintenance of a public road should one be created over the existing road.
5. Make enquiries to the Rail Safety Regulator to determine the standards and requirements for a level crossing that Council would be required to provide should it accept dedication of a public road over the existing rail crossing.
6. An assessment and report of the costs for the survey, dedication and ongoing maintenance of a public road be investigated prior to Council making a final decision in relation to this matter.
7. Advise Mr Jeff Turner, property owner in the area, that it has no objection to him obtaining a Right of Carriageway over Council land adjacent to the Clarence/Dargan Bushfire Brigade Shed on the basis that the survey and dedication be entirely at his own cost; the position of the Right of Carriageway be undertaken in consultation with the Clarence/Dargan Bushfire Brigade to ensure that it does not interfere with their operations; approval is obtained from Zig Zag Railway so that the Right of Carriageway traverses through their property onto Mr Turner's property; and all legal and construction costs to be bourn by Mr Turner.

**ITEM-8 ENVIRO - 01/08/11 - LOCALITY NAME CHANGE ROUND SWAMP TO
 RUNNING STREAM**

**REPORT BY: ANDREW MUIR – GROUP MANAGER ENVIRONMENT &
DEVELOPMENT**

REFERENCE

Min No 11-48: Ordinary meeting held on 14th February 2011.

SUMMARY

To advise Council of a proposed amendment to its original resolution in relation to the locality name of Round Swamp and Running Stream having regard to fresh submissions from the community.

COMMENTARY

At its Ordinary meeting of 14 February 2011 Council resolved the following in regards to proposed locality changes:

11-48 RESOLVED

THAT:

- 1. All property addresses for premises located within the designated area be changed to Round Swamp, and*
- 2. Residents and authorities renotified, and signage be provided to identify the area as Round Swamp on roads into the locality.*

These actions were undertaken and subsequently eight property owners placed written submissions against the new changes.

The original expression of interest called for submissions regarding changing the locality name of Round Swamp to Running Stream as no record within Lithgow Council had residents using the locality of Round Swamp in their residential addresses.

From this expression of interest a total of nine submissions were received with five objections, three in support and one opting for either outcome. It was then resolved due to the submissions received that the naming would not be accepted and the appropriate actions were taken to increase the knowledge of Round Swamp.

Consequently, from the notification of the address changes from Capertee and Running Stream to Round Swamp eight submissions objecting to the locality change. These submissions were from a clustered area at Mt Vincent being the most northern area of the locality Round Swamp

Due to submissions being more extensive than the previous expression of interest, further investigation was necessary. A letter was sent to property owners within that area asking if a 'locality boundary amendment' would alleviate concerns of those owners. This received an 80% acceptance with the proposed boundary change to include the area within the locality of Running Stream and not Round Swamp. It is also noted that two property owners did not submit any correspondence in relation to the proposal.

The proposed change to the locality boundaries is shown in the attached map and the following concerns were raised as part of the submission process:

- The properties in this area have been known for Running Stream for a long time.
- All the accesses for the area are through Running Stream.
- The postal delivery service is through Rylstone.
- Ambulance services would come through Rylstone and not Lithgow.
- The area is already remote without further changes to the locality.
- The area is a long way from the main hub of Round Swamp and geographically does not make sense.
- Emergency Services are unable to find people at Mt Vincent area when the locality is Round Swamp and would not happen when called Running stream.

Conclusion

That Council rename the proposed area Running Stream with the implementation of signage and notification/address changes to authorities and property owners. This will alleviate concerns from the residents within the area and minimise future problems.

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

Council is to pay all costs associated with the acquisition and erection of signage and the notification of authorities.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

1. Proposed locality change map

RECOMMENDATION

THAT:

1. The proposed area as indicated on the attached mapping be renamed Running Stream and Geographical Names Board notified of the proposal for advertisement and gazettal.
2. The property owners and authorities be notified of the change subsequent to Geographical Names Board approval.

ITEM-9 ENVIRO - 01/08/11 - DISCUSSIONS WITH RAILCORP - SOUTH BOWENFELS STATION AND OTHER ISSUES

REPORT BY: ANDREW MUIR – GROUP MANAGER ENVIRONMENT & DEVELOPMENT

REFERENCE

Min No 11-249 – Ordinary Meeting of 20 June 2011

Min No 11-250 – Ordinary Meeting of 20 June 2011

SUMMARY

To advise Councillors of a meeting held with officers of Railcorp and the Lithgow State Mine Heritage Railway Group in relation to issues at South Bowenfels Station and surrounds. Associated issues were also discussed.

COMMENTARY

Councillors will recall a question of an urgent nature from its Ordinary Meeting of 20 June 2011 in relation to vandalism that has occurred at the South Bowenfels Station. With this in mind, a meeting was arranged with officers of Railcorp to discuss what action may be able to be taken to rectify this issue, prevent further vandalism and also discuss what the longer term proposals are for the precinct.

A meeting was held on 11 July 2011, attended by officers of Railcorp, a representative of the Lithgow State Mine Heritage Railway Group and Councillor H Fisher. A number of items were discussed at the meeting and are summarised as follows:

Bowenfels Residence

The former residence adjacent to Bowenfels Station is listed for sale by Railcorp, however in undertaking their normal due diligence processes they have found issues requiring remediation relating to asbestos and lead paint. It was indicated that for remediation to be undertaken to bring the premises to a residential standard, the costs would be substantial, potentially \$250,000, however to remediate to a lesser 'industrial' level, remediation costs would be approximately \$50,000. This is obviously an issue for consideration in endeavouring to sell the premises. However, there was an indication at least in the short term that some repairs and fencing would be in order to protect the premises. Councillor Fisher indicated that a certain level of fencing would be preferable if it is not possible to utilise the property for any positive purpose in the short term.

Bowenfels Station

The Station has come in for vandalism and graffiti in recent times. The officers of Railcorp indicated that they would be investigating the repair of such damage and once again indicated that from their due diligence investigations, issues of asbestos and lead paint, whilst of a lesser nature, are issues also pertaining to that site. Providing a sewer extension to the site is also an issue. They did indicate, in relation to both the Residence and the Station that they would be amenable to listening to a proposal that could see a group, such a museum, utilise the site, perhaps through Council as a head lessee and the sub group as a tenant. It may be that the Lithgow State Mine Heritage Group wish to pursue this as an option on the basis that Council cover any rates and charges for the premises.

Eskbank Station – Finalisation of Custody Management Agreement

This matter has been in negotiation for some time. The provisions within the said Custody Management Agreement have caused some concern for both parties which have required discussion and proposed new provisions through Council's and Railcorp's solicitors and insurers. However, it is now hoped that the final Custody Management Agreement which will allow Council to take over the site and sub-lease it to State Mine Heritage Railway Group is finally nearing completion. This will provide access to ongoing funding to provide critical maintenance work to the site.

Sandford Avenue Bridge

This has been an ongoing concern to Council for many years. However, officers of Railcorp have produced an old deed which Lithgow Council is signatory to that vest responsibility for maintenance of the fencing etc in Lithgow Council. This deed, dated 15 December 1960, and referencing previous deeds going back to 1936 permits Council to use the bridge for roadway purposes. However, in recognition of that approval the deed provides that *"Council at its own expense shall keep and maintain the said land and all drains, fences, kerbing, guttering, footpaths, paving, and all other works thereon in good and sufficient repair..."* A copy of this deed is attached and whilst no formal legal advice has been requested the document has been located in Council own legal documents so it appears to be valid. Irrespective of this, officers of Railcorp indicated that Railcorp would be willing fund 50% of new fencing on the bridge, should Council provide the remaining 50%. They have undertaken to provide a costing to Council.

Newnes Station Walking & Cycling Track

This matter was the subject of general discussion and at this stage really is an issue between the State Mine Heritage Railway Group and Railcorp. Council may be asked at some stage to be involved.

12 Railway Parade

Similar issues to South Bowenfels have been uncovered at 12 Railway Parade, relating to required remediation works which have delayed the possible lease of the property.

Following the meeting with Railcorp, representatives from the State Mine Heritage Railway Group have indicated to Council Officers that they would be interested in occupying the former Parcels Office in Eskbank Street to run their operations. Once again, the group does not have funds to pay rates and charges and would be seeking some support from Council in this regard.

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

Should Council part fund the replacement fencing on Sandford Avenue Bridge, there will be a financial implication. A costing has been requested through Railcorp to ascertain what the cost will be.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

1. Copy of deed relating to Sandford Avenue Bridge

RECOMMENDATION

THAT Council:

1. Note the report on various issues pertaining to South Bowenfels Station and Residence, Eskbank Station, Sandford Avenue Bridge, 12 Railway Parade and Newnes Station Walking Track.
2. Indicate, in principle it is willing to part fund the replacement fencing on the Sandford Avenue Bridge, subject to the submission of a detailed quotation and funding being available within Council's current budget.
3. Officers hold discussions with the State Mine Heritage Railway Group and Railcorp to negotiate possible terms for the lease of the Old Eskbank Parcels Office and this be further reported back to Council.

OPERATION REPORTS

ITEM-10 OPER - 01/08/11 - FEASIBILITY STUDY INTO RECOMMISSIONING FARMERS CREEK NO. 1 DAM

REPORT BY: IAIN STEWART, GROUP MANAGER OPERATIONS

REFERENCE

Ordinary Meeting of the 21/06/2010

SUMMARY

GHD Pty Ltd (consultant) was engaged to undertake investigations into the potential recommissioning of the Farmers Creek No.1 Dam with the aim to increase Council's overall water security, including assessing the major benefits and constraints to allow Council to make an informed decision regarding the future use of the dam.

COMMENTARY

RECOMMISSIONING BENEFITS

The two main benefits of recommissioning the No.1 Dam are improved operational flexibility and additional storage capacity. The surface area of the catchment will also increase by approximately 8% (from 12km² to 13km²), however as the majority of supply to the catchment is from groundwater runoff from Newnes Plateau the additional surface area may have negligible increased water yield for the system.

Improved Operational Flexibility

Council's raw water supply system would experience increased operational flexibility with the operation of the two dams. It is envisaged that the upgrade will enable operators to select either dam for water supply. This will provide the flexibility to:

- Select the best water quality depending on conditions in each dam. This would allow Council to manage contamination from in one of the dams, such as a blue green algae outbreak or poor water quality due to one dam 'turning over'; and
- Take either dam offline for routine maintenance or infrastructure upgrades. In the event of a major upgrade on the No.2 Dam, the No.1 Dam would provide the sole source of supply with FRWS as backup in case of shortfalls.

Additional Storage Capacity

The No.1 Dam has a reported capacity of 77 ML and No.2 Dam has a capacity of 450 ML/d. As these are Council's only two raw water supply dams, the additional 77 ML/d represents an extra 17.5 % of storage capacity. This does not equate to additional water sourced as the two dams are in the same water catchment.

Potential Savings on Water Charges from FRWS

The 77 ML additional storage could allow Council to decrease its reliance on FRWS and therefore reduce its water charges from FRWS.

In 2009/10 FRWS supplied Council with 596 ML of filtered water. In the event of a shortage from other water sources, No.1 Dam could provide a one-off supply of a maximum additional 77 ML. This equates to an additional 10 days emergency supply based on the 2015 growth predictions.

Council is currently undertaking a number of pipeline and pump upgrades to be able to reduce its reliance on FRWS. The improved operational flexibility and additional storage capacity due to the No.1

Dam may improve the Council's ability to further reduce its reliance on FRWS, however the exact savings are much more dependant on the water usage pattern in the Local Government Area (LGA) and the ability of Council to supply water to all the towns in its LGA.

RECOMMISSIONING CONSTRAINTS

In order to return the dam to service, a number of investigations would need to be taken to confirm that:

- it is technically possible to do so;
- that all the licences and approvals can be obtained; and
- to confirm that the costs of doing so are not prohibitive.

The steps are as follows:

1. Confirm the consequence category of the No.1 Dam. Various dam design requirements are determined by the consequence category, including the design flood and the design earthquake.
2. Undertake a stability assessment to confirm whether the dam is capable of safely storing water in accordance with modern design standards.
3. Conduct site investigations to support the stability assessment. These would determine the strength of the concrete and foundations.
4. Carry out a hydrological study to support the stability assessment to determine the design floods.
5. Design strengthening works if the dam is found to not be able to safely carry the loading from the water stored in it.
6. Assess the condition of the No.1 Dam inlet and outlet works and transfer pipelines between the two dams.
7. Design any works required around the No.1 Dam and the water delivery pipelines.
8. Assess environmental impacts by conducting a Review of Environmental Factors (REF).
9. Obtain necessary licences and approvals.
10. Carry out community consultation.
11. Implement dam strengthening and upgrade construction works.

The above steps are described in more detail below;

Dam Consequence Category Review

In 2005, a dam break study was completed for both the No.1 and No.2 Dams. A supplementary study was undertaken for the No.1 Dam only (i.e. assuming No.2 Dam does not fail) to determine the persons at risk (PAR) for the Probable Maximum Flood (PMF), both with and without dam break. A prior study, which was superseded by the above studies, was carried out in 2003. This study also evaluated the effect of the PMF.

The 1998 Surveillance Inspection Report stated that the Hazard Classification was 'High', while a report to Lithgow City Council from the General Manager, Town Water Treatment and Recycling, indicated that the Flood Consequence Category (FCC) was stated to be 'High C'. The most recent 2009 dam break report has confirmed the FCC as 'High C'.

The Sunny Day Consequence Category (SDCC) has been determined for No. 1 Dam as 'Low'. Since the No.1 Dam is located downstream of No.2 Dam, a cascade sunny day failure effect may be more appropriate to account for the probability that No.2 Dam fails on a "sunny day". However, this possible cascade effect has not been considered in the previous dam break reports.

If the dam is returned to service, the following work would need to be undertaken:

1. Review FCC and SDCC categorisation for each storage. It is considered likely that the FCC will remain as 'High C' if the dam is taken back into service, while the SDCC is likely to be elevated to 'High C'.
2. Update the Dam Safety Emergency Plan (DSEP).
3. Determine the design floods.
4. Revise inundation mapping (if changes arise from the abovementioned work) to show the extent of flooding under various scenarios.

In view of the recent dam break studies, it is likely that a Dam Consequence Category Review for the No.1 Dam would be between \$15,000 and \$25,000.

Dam Stability Assessment Design Review & Strengthening Options

In considering returning the No.1 Dam to service, an evaluation of the ability of the dam to safely carry the loads imposed on it by the water, including under earthquake and flood conditions, would need to be carried out.

In accordance with the NSW Dam Safety Committee (DSC) guidance sheets, the following design requirements apply to a dam with a Consequence Category of 'High C':

- Design Flood Capacity: 1:100,000 Annual Exceedance Probability (AEP); and
- Maximum Design Earthquake: 1:1,000 AEP.

Based on previous experience of similar dams constructed during this period, it is considered likely that the dam will require some remediation to improve stability. Improved stability can be achieved in a number of ways, including:

- Installation of prestressed anchors, either through the crest of the embankment or on the downstream toe or both;
- Placing concrete on the downstream side of the dam, to act as a buttress,
- Reducing the height of the dam.

The cost of the dam stability assessment and evaluation of appropriate methods of strengthening is expected to be between \$75,000 to \$100,000.

Dam Structural Properties Site Investigations

A field investigation would be required to obtain representative samples (cores) of the dam to determine the concrete and foundation properties of the structure. This would allow an evaluation of the capacity of the dam to carry the loads likely to be applied to it on filling.

In view of the fact that the field investigations will incur relatively significant costs (between \$50,000 and \$100,000, depending upon the scope of the investigations) it is recommended that these be undertaken after the stability of the dam has been assessed. If the stability analysis indicates that the dam will not carry the loading imposed by an operational reservoir, the field investigations would not need to be undertaken. However if the stability analysis indicates that the reservoir could, relatively easily, be taken back into service, the field investigations would be required to confirm the assumptions made in regard to the strength of the concrete and foundations. The results of the investigation would also be used in the detailed design of remedial works.

Dam Infrastructure Investigation and Preliminary Design

If the dam stability assessment determines that the dam can be returned to service, the following items will need to be investigated to confirm the full scope of work that would be required to recommission the Dam:

1. The need to increase the capacity of the spillway;
2. Strengthening of the dam abutments;
3. Installation of new intake works, e.g. trunnion intake, screen, pipes and valves;
4. Installation of new valves and screen on the scour outlet;
5. Erosion protection works on the downstream side of the dam or in sections of the river;
and
6. Repair of cracks in the dam wall.

Based on the site visit, previous experience, and the fact that the No.1 Dam has been offline for approximately 25 years, it is considered likely that the intake and outlet works will require replacement and there will be a need for erosion protection works.

The cost of the assessing the condition of No.1 Dam infrastructure and evaluation of appropriate designs for modification, upgrade or replacement is expected to be between \$30,000 and \$60,000.

Dam Safety Committee Endorsements

At every stage of the process it will be necessary to keep the NSW DSC informed of Council's intentions. The submission of information should follow the procedures set out in the DSC Guidance Sheets, in particular DSC2B. Provision of such information to the DSC will ensure a smooth process to eventual endorsement of the designs for any remedial works that are proposed to return the No.1 Dam to service.

Environmental Studies, Permits and Community Consultation

Environmental Impacts

Recommissioning the Dam will most likely have the following environmental impacts:

- Lopping and removal of native vegetation to:
 - Maintain and construct access tracks to the Dam and pipelines;

- Upgrade creek road crossings to causeways;
- Spillway and erosion protection around the dam wall; and
- Upgrade and/or relocate the pipelines.
- Ground and creek disturbance to upgrade or replace the pipeline between No.1 Dam and the WTP. This has the potential to trigger requirements for the protection of Aboriginal cultural heritage.
- Flooding of vegetation within the dam on refilling.
- Greenhouse emissions due to decomposing vegetation on refilling of the dam.
- Soil contamination and introduction/spread of weeds as plant and equipment is brought to site to undertake construction works, and road traffic is increased for ongoing maintenance of the No.1 Dam and associated infrastructure.
- Reduction in flow volumes in Farmers Creek which has the potential to impact on the habitat of aquatic fauna, health of aquatic and riparian vegetation, and amenity for Lithgow residents.

Water Quality

Prior to its decommissioning, the No.1 Dam did not experienced water quality issues. The dam floor now contains extensive vegetation which on refilling would decompose and affect water quality during recommissioning.

When commissioning a new dam, it is standard practice to either remove large vegetation from the dam floor, or leave all of the vegetation to provide habitat for aquatic flora and fauna. While a more detailed environmental study will need to be undertaken to provide a clear recommendation on the optimum recommissioning strategy, the current evaluation would suggest that large vegetation be removed from the fully immersed areas only. This removes a significant amount of vegetation while still providing habitat for aquatic species in the partially inundated areas of the dam.

Environmental Flows

There are currently no environmental flow requirements from the No.2 Dam as the outlet works are configured so that all water released is via the pipeline and there is no offtake into Farmers Creek. The No.1 Dam does however have an offtake structure into Farmers Creek and therefore on recommissioning there is potential that NSW Office of Water (NoW) would require the provision for an environmental flow volume. This requirement is to be addressed between Council and NoW.

Environmental Approvals

The following environmental requirements should be considered as part of the recommissioning of the No.1 Dam:

- Lithgow City Local Environmental Plan 1994;
- Environmental Planning and Assessment Act 1979; and
- Environmental Management Plan.

Community Consultation

Due to the potentially large environmental impacts of any upgrade and construction works to recommission No.1 Dam, and increased risk to persons living downstream of the No.1 Dam, community consultation is likely to be required as part of recommissioning the dam.

This should focus on providing balanced information to stakeholders and consulting them where possible to obtain their feedback on the options under consideration, and potential issues arising in managing this project.

Recommissioning Tasks and Estimated Costs

Works Description	Indicative Cost Estimate	
	Lower Bound (\$)	Upper Bound (\$)
Investigation and Preliminary Design Works		
Dam Consequence Category Review	15,000	25,000
Dam Stability Assessment Design Review & Strengthening Options	75,000	100,000
Dam Structural Properties Site Investigation	50,000	100,000
Dam Infrastructure Investigation and Preliminary Design	30,000	60,000
Dam Auxiliary Works Investigation and Preliminary Design	30,000	100,000
Environmental Studies, Permits, and Community Consultation	25,000	250,000
Detailed Design and Documentation		
Dam Remedial Design Works	75,000	200,000
Dam Infrastructure Design Works	20,000	60,000
Transfer Pipeline Design	20,000	60,000
Potential Construction Costs of Remedial Works		
Dam Remedial Works	900,000	2,500,000
Dam Infrastructure Design Works	30,000	200,000
No.1 Dam Transfer Pipeline	150,000	800,000
No.2 Dam Transfer Pipeline	70,000	1,300,000
Total	1,490,000	5,755,000

DRAFT RECOMMENDATIONS

In reviewing the information available at the time of completion of this study it was determined that the constraints generally outweigh the benefits of recommissioning the No.1 Dam, and therefore it is currently not a feasible project to undertake. While it is likely that the No.1 Dam can be recommissioned, the costs of detailed investigations and potential upgrade works are expected to be much greater than any increase in water security. An expenditure of \$1.5M to 5.8M will produce 77ML of additional storage (or 10 days of storage at average day demand) without increasing the dam yield significantly and removing the fold detention benefits of the No.1 dam. If however Council elects to investigate the recommissioning further, the report has outlined the steps GHD recommend Council undertake to recommission.

GHD do however recommend that, regardless of the decision made regarding the No.1 Dam, the current 100 year old pipeline supplying water from the No.2 dam should be investigated to assess its condition and inform Council's current asset management plan.

POLICY IMPLICATIONS

NIL

FINANCIAL IMPLICATIONS

Financial implication are provided in the commentary, Recommissioning Tasks and Estimated Costs

LEGAL IMPLICATIONS

Outlined within the commentary

RECOMMENDATION

THAT the information be noted and that Council NOT proceed with the recommissioning of Farmers Creek Dam No.1.

ITEM-11 OPER - 01/08/11 - CENTROC WATER UTILITIES ALLIANCE

REPORT BY: IAIN STEWART, GROUP MANAGER OPERATIONS

REFERENCE

Nil

SUMMARY

Council is a member of the Centroc Water Utilities Alliance. This project is saving significant monies regionally and proving the case that Local Government is the ideal delivery agent for best practice in the management of quality and secure water. This report provides an update on the progress of the projects currently being undertaken and those proposed.

COMMENTARY

About the Centroc Water Utilities Alliance (CWUA)

The objectives of the CWUA are:

1. Quality and secure water resource for Centroc communities
2. Efficiency and effectiveness through co-operation on best practice and Compliance.
3. Knowledge sharing, peer review of performance and mentoring where appropriate, and
4. Achieving cost savings

The CWUA has been set up by the Centroc Board in response to the State and Federal Government's calls for reform in the delivery of secure and quality water supply

As a result of a federally led reform process called the National Water Initiative, the management of water has moved away from local government across Australia. NSW and Queensland are the only states in Australia where local government retains control over its water utilities. Under the Council of Australian Governments (COAG) agreements, the NSW State Government has made commitments to ensure compliance under the National Water Initiative. Council may recall reports by the National Water Commission, Infrastructure Australia and the Productivity Commission reviewing the structural arrangements for water supply.

Each of these reports challenges local government's management of water utilities in regional NSW. Where the earlier reports were supporting the notion of State owned corporations, the most recent report, by the Productivity Commission, supports the approach taken by Centroc members.

This report provides background to the State on how it can deliver on its COAG commitments under the National Water Initiative. It includes maps providing boundaries for "binding alliances" where Councils work together to deliver water management services.

It is clear from the above that co-operation between Councils on water utility service delivery will assist in supporting the local government case for retaining control over water assets.

The degree to which collaboration between Councils needs to be formalised, for example through some type of Deed of Agreement, is still unclear. The Centroc structure however, is a Section 355 Committee of Forbes Shire Council and may well already have sufficient governance arrangements to meet State requirements.

Statutory Requirements

To support its commitments under the COAG, NSW has developed a suite of mandatory best practice strategic work, including Integrated Water Cycle Management Plans that must be completed by Councils. Besides it being a state requirement, access to state funding for some capital works programs is not forthcoming unless these plans are in place.

Regional programming in best practice as delivered by the Lower Macquarie Water Utilities Alliance (LMWUA) has been accepted by NSW Office of Water as meeting the State's best practice planning requirements.

Centroc policy and practice on co-operation around water

In response to the National Water Initiative and the *Report of the Independent Inquiry into Secure and Sustainable Urban Water Supply and Sewerage Services for non-metropolitan NSW* Centroc resolved interalia the following policy in its Board meeting of December 2009.

- 1. continued co-operation in the region to support the delivery of best practice management*
- 2. this co-operation is directed by the guiding principle that members retain control over water utilities*
- 3. update advice to the Board be provided to include resourcing with reference to funding opportunities for sourcing funds at the State and Federal levels for programming developed by the region*

Subsequently, programming has been progressed where each Centroc member, including Council, has contributed \$3000. This has included

- the engagement of specialist support from DLM consulting – the team delivering programming to the LMWUA
- development of a management plan
- an audit of best practice strategic works needs and other water utilities management support needs from members
- the successful acquisition of over \$150,000 of State and Federal Funding to support this program
- progression of best practice plans
- progression of a procurement, resource sharing, training and mentoring plan
- formation of an “Supervisor and Operators” subcommittee

All Board reports include updates on this program under “Infrastructure Report” and are available from the Centroc website or by request.

Update on the activities of the CWUA

CWUA meet every two months and have developed a forward program for the next two years. This plan is available upon request.

Significant effort is being given to Stage 1 of the regional Best Practice Program delivering compliance to Centroc members including Lithgow at greatly reduced costs. A federally funded plan which aims to deliver further cost savings and efficiencies around training, mentoring and procurement is also under development. A final area of current effort is around collectively delivering performance reporting to the NSW Office of Water (NOW).

Program delivery includes the full suite of all seven best practice plans required for compliance purposes with NOW. These are being delivered in two stages.

1. Stage 1 Best Practice
 - a. Drought Management
 - b. Demand Management
 - c. IWCM

2. Stage 2 Best Practice
 - a. Strategic Business Plan
 - b. Developer Servicing Plan
 - c. Best Practice Pricing
 - d. Drinking Water Quality Plan

Stage 1 is currently underway with Stage 2 proposed to commence toward the end of the year or early the following year.

Work has also begun on the Centroc Regional Resource Sharing Mentoring Training and Procurement Plan. The deliverables for this Plan are

1. Regional procurement engagement and priority schedule;
2. Who does what with water in Central NSW? A register for informal mentoring advice including contact details and availability for members;
3. Centroc Water Utilities Alliance Skills Audit, Workforce and Training Planner;
4. The Centroc Water Utilities Alliance Mentoring Program using the TAGI Model and;
5. Growing our own – Centroc Water Utilities Alliance Apprenticeship Facilitation Guide.

This plan is being funded through the Federal Government's Strengthening Basin Communities Program and will provide advice on further activities by the CWUA to deliver cost savings and other efficiencies as well as training.

The CWUA also has a supervisors and operators subcommittee of staff from across the region who shares advice regarding on-ground service delivery. This group also meets every two months at different Councils where they inspect Council sites.

RECOMMENDATION

THAT Council note the information on the Centroc Water Utilities Alliance.

ITEM-12 OPER - 01/08/11 - TENDERS FOR CONSTRUCTION OF STAGE 1 - LITHGOW AQUATIC CENTRE

REPORT FROM: GROUP MANAGER OF OPERATIONS - IAN STEWART

SUMMARY

Council will recall that it considered a report on the Tenders received for the construction of Stage 1 of the Lithgow Aquatic Centre at the Ordinary Council Meeting held on 20 June 2011. At that meeting Council resolved that –

1. Council's General Manager be granted authority to negotiate with the lowest or any other tenderer with regard to the possible production of tender price
2. A further report be submitted to Council identifying any savings achieved together with additional funding options.

COMMENTARY

Following adoption of that particular course of action, a meeting has been held with Council's consulting architect from Facility Design Group, Mr Steven Johansen, the General Manager, Council staff, representatives from the lowest tender company being Hines constructions and members of the Lithgow Aquatic Centre Working party. At this meeting a number of issues were identified as potential cost savings and these matters were referred to Council's consultant for verification.

The attachments indicate the proposed cost savings which had been identified. These include –

- Cost savings of \$96,000 from savings identified by the contractor including the concrete tilt panels, amenities, partition walls and bathroom fittings. These are detailed on the attachment.
- Other savings in the area of provisional sums have also been identified and these are subsequently attached to this report. These provisional sums have been identified by Mr Steven Johansen from Facility Design Group and have been reviewed with Hines Construction.

The total savings to date with the provisional sum reduction are \$118,058 excluding GST. This does represent a substantial saving on the original tender price of \$1,921,669. These savings of \$118,058 will reduce the tendered price to \$1,803,611

Council will recall that Stage 1 of the proposed project achieves a major upgrading of the existing facilities at the Lithgow Swimming Centre in preparation for the construction of Stage 2 which will be the 25 metre heated pool.

The upgrade to the existing facilities will achieve new amenities, new plant room, new kiosk area, improved disabled access, improved parking, a new access to the swimming centre from George Coates Avenue, a hydro splash park for the younger members of the community and substantial infrastructure for Stage 2 construction, if and when it proceeds.

Plans of the proposal are attached for Councillors information.

It should be noted that this is a significant upgrade of the existing facilities which are long overdue for major expenditure. As well as future planning for further stages of the project

PROJECT FUNDING

The following analysis of the project funding and the financial implications has been prepared on the basis of the project proceeding and the acceptance of the lowest tender being from Hines Constructions.

It should be noted that a substantial component of the funding is the \$700,000 grant from the Department of Ageing. Failure to proceed with this project would require the return of the \$700,000 grant.

FUNDING SOURCES

2010/11 MANAGEMENT PLAN GRANT	\$700,000
2010/11 AND 2009/10 RESERVE	\$500,000
2011/12 MANAGEMENT PLAN	\$150,000
2011/12 MANAGEMENT PLAN MISC	\$12,000
2010/11 MANAGEMENT PLAN	\$15044
2011/12 MANAGEMENT PLAN	\$50,000
DELTA ELECTRICITY	\$20,000
CENTENNIAL COAL	\$130,000 over five years
HENRY PLANT HIRE	\$12,000 in kind

TOTAL INCOME

\$1,589,044

PROJECT COSTS

It should be noted that the contract price of \$1,803,611 does not provide for a contingency amount. A 10% contingency should be included in the total project cost

TOTAL PROJECT COST

Amended tender price	\$1,803,611
Contingency	\$180,361
Consultants fees	\$132,000
Total cost	\$2,115,972

POLICY IMPLICATIONS

Nil.

FINANCIAL IMPLICATIONS

Comparison between the project costs and funding sources reveals a shortfall of **\$526,928** including the contingency sum.

This shortfall can be funded from a combination of funds held in the infrastructure reserve and funds held for the development of community assets in the section 94 developer contributions funds. It is proposed to allocate **\$150,000** from the infrastructure reserve and **\$376,928** from section 94 contributions.

Funds have been collected from executed Planning Agreements in the South Bowenfels area sufficient to fund the \$376,928 requested for the aquatic centre (Stage 1). The funds collected from these agreements are not tied to expenditure in the specific area where development has taken place and make be allocated to wider community facilities within the Local Government Area as determined by Council.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

1. Meeting Notes
2. Layout plans

RECOMMENDATION

THAT Council:

1. Accept the amended Tender from Hines Construction in the total amount of \$1,803,611 for the construction of Stage 1 of the Lithgow Aquatic Centre;
2. Council allocate \$150,000 from the infrastructure reserve established in the 2011/12 Management Plan; and
3. Council allocate \$376,928 from the Section 94 reserve to fund the project; AND
4. Authorise the affixing of the Council seal to any necessary documents.

ITEM-13 OPER - 01/08/11 - WATER REPORT

REPORT BY: GROUP MANAGER OPERATIONS, IAIN STEWART

SUMMARY

This report provides an update on various water management issues as per Minute Number 10-03.

COMMENTARY

In relation to current water management issues the following information is provided.

CURRENT DAM LEVELS FOR BOTH FARMERS CREEK AND OBERON

Farmers Creek Dam #2 capacity on Wednesday 20 July 2011 was 99%.
Oberon Dam capacity on Monday 11 July 2011 was 53.39%.

CURRENT WATER USAGE FROM EACH SUPPLY

Table 1 below indicates total output from the Oakey Park Water Treatment Plant (consumption) and the volume transferred from the Clarence Transfer System for 2011.

Table 1 - Oakey Park Monthly Output and Clarence Transfer

Month Total	Oakey Park WTP (ML)	Clarence Transfer (ML)
January	139	0
February	121	0
March	122	0
April	140	0
May	133	14
June	122	19
July (to 18th)	96	0
Month Average 2010	123	34

Table 2 - Oakey Park Daily Output and Clarence Transfer

Oakey Park WTP	Avg Daily Use kL	Avg Daily CWTS Transfer kL
May	4,284	452
June	4,023	692

CURRENT WATER RESTRICTIONS UPDATE

Level 1 water restrictions are now in place for all residents through Lithgow and villages receiving water from both the Lithgow and the Fish River water supplies.

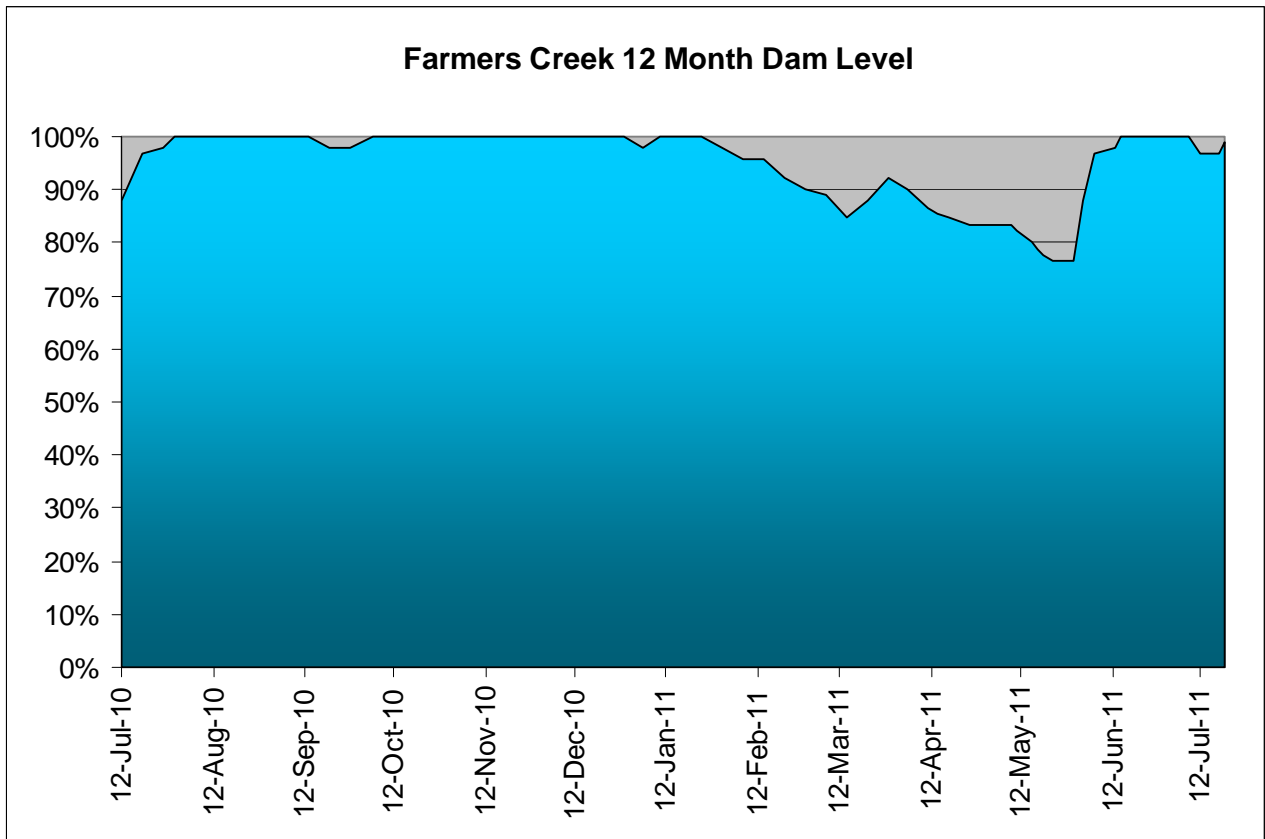
WATER SAVING SCHEMES OR PROCESSES UPDATE

Council's Rainwater Tank and Domestic Appliance Rebate Program continued in June with Council receiving 12 applications for a household appliance rebate and 1 application for a water tank rebate.

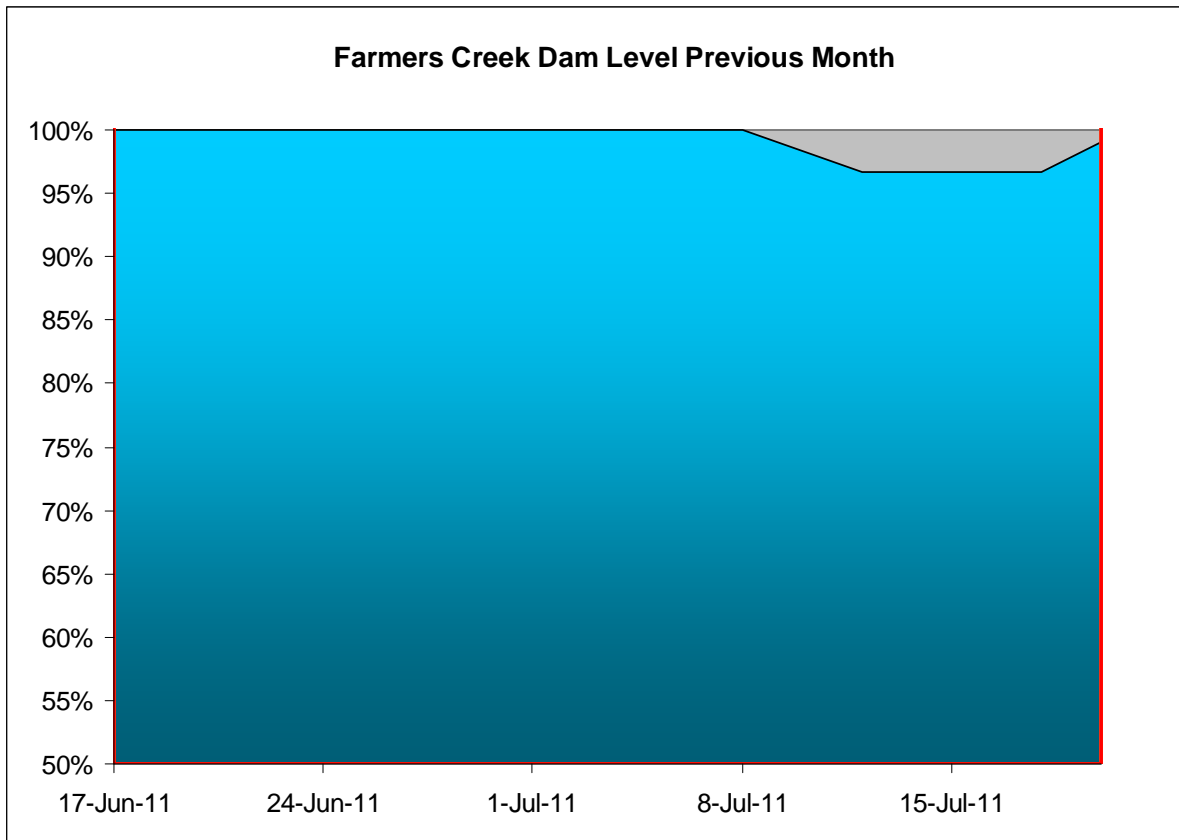
FARMERS CREEK DAM 12 MONTH LEVELS

The attached chart shows the storage data to date for the last twelve months and for the previous month

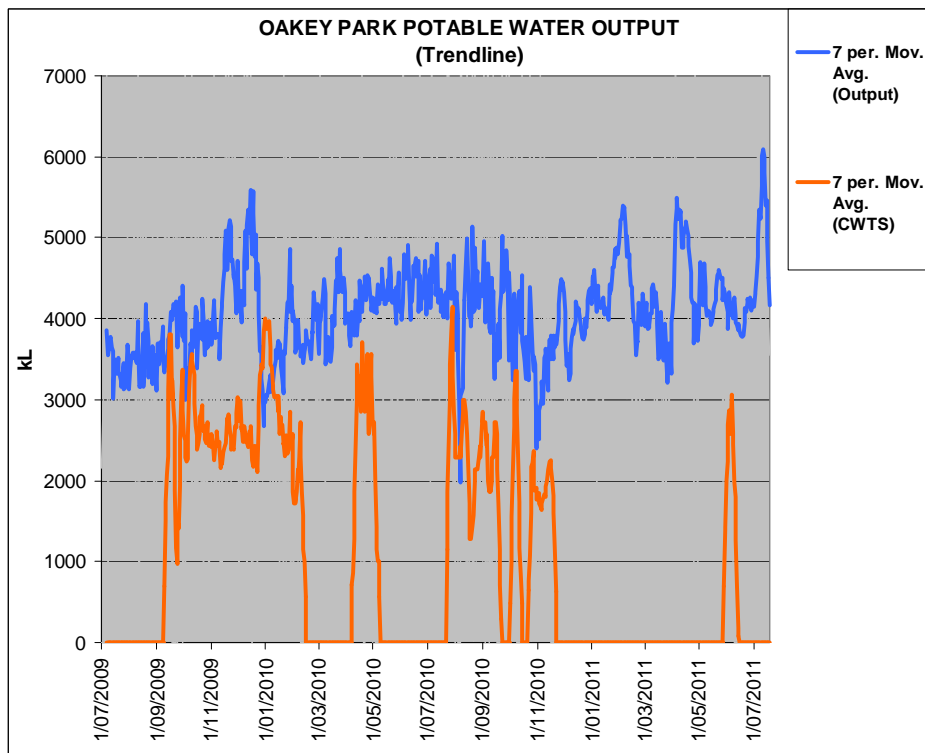
Graph 1 Farmers Creek Dam #2 over 12 Months



Graph 2 Farmers Creek Dam #2 over 1 Month



Graph 3 Trends in Oakey Park WTP Production and Clarence Water Transfer Scheme Use



FARMERS CREEK DAM #2 STORAGE OUTLOOK

Conditions in the tropical Pacific Ocean are neutral and below average rainfall occurred in June over much of inland New South Wales and Victoria. Although the majority of forecast locations reported streamflows that were above median for June, they were closer to median than during May. For the July to September period, near median to low flows are the most likely outcome for the Loddon and Campaspe basins, near median flows are most likely for the Murrumbidgee, Broken and Kiewa basins and near median to high flows are most likely for the Ovens, Goulburn and Upper Murray basins.

Area-averaged across the state, NSW recorded 34 mm of rainfall during June, 12 % below the long-term average. Victoria recorded a state-wide average of 45 mm during the month, 25 % below the long-term average. The Murray-Darling Basin recorded an area-average of 17 mm during June, 50 % below the long-term average and the driest since 1986. Monthly June rainfall totals were below average over most of the western three-quarters of NSW, with a large area in the northwest recording close to 0 mm during the month. In contrast, an East Coast Low brought heavy rain to the north coast between the 12th and 16th, resulting in the wettest June since at least the 1960s across the region.

The majority of forecast locations reported streamflows that were above median for June, but closer to median than during May. Catchments have continued to experience drying over the past month but soil moisture levels remain generally above average in the lower layer (0.2 to 1.5 m) and we are now in the southern wet season. Some higher than median flows could be produced from near median rainfall in the coming months.

Routine Dam inspections continued throughout July.

ALTERNATE WATER SOURCES UPDATE

The Marrangaroo Zone is currently being supplied from the Oakey Park Water Treatment Plant via Cook St High Level Reservoir and the emergency delivery of water from this source to Wallerawang, Portland, Cullen Bullen and Glen Davis took place successfully in July over 9 days. While no complaints were received associated with the delivery, there were several operational issues uncovered during that time. The data gathered from the supply change is being assessed and infrastructure changes will be needed in order to improve the HACCP outcomes. What has emerged is that at the moment the supply of all villages from Lithgow cannot be assured over a week without infrastructure improvements to mitigate risk. Several of these improvements are already well into the project stage this quarter.

POLICY IMPLICATIONS

Nil.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

RECOMMENDATION

THAT the information in relation to water management issues be noted.

ITEM-14 OPER - 01/08/11 - STREETScape IMPROVEMENTS IN WOLGAN AND WILLIEWA STREETS PORTLAND

REPORT FROM: IAIN STEWART – GROUP MANAGER OPERATIONS

SUMMARY

This report is in response to a Notice of Motion requesting information into the design and rationalisation of the streetscape in Wolgan Street Portland raised at the Ordinary Council Meeting held on 11 July 2011 by Councillor C. Hunter.

COMMENTARY

The garden beds in the Portland CBD were established in about 1995, following consultation with the shop keepers and Portland Tidy Towns. Concerns have recently been received that the garden beds are over grown and are presenting access problems for the elderly alighting from parked vehicles and trying to access the footpath area. Reference the attached correspondence and petition

Council has provided in the 2011/12 Management Plan funds to improve the streetscape in this locality by upgrading the plantings and removing unsuitable plantings.

Significant works have already been completed in the Wolgan street locality following consultation with members of the Portland Development Association, local shop keepers and other community members.

Works completed include upgrading of the garden beds on the Western side of Wolgan Street and at the intersection at Wolgan Street and Williewa Street where large overgrown shrubs were removed and replaced with smaller appropriate species. Other works were also performed in Williewa Street with removal of a large tree which was causing serious damage to the footpath. On the eastern side some works have been completed reducing the size of the garden bed adjacent to the Newsagent and replacement of shrubs south of this location in the vicinity of the raised pedestrian crossing

Consultation has been carried out with every shop keeper in the Wolgan Street area and the upgrade has reached the stage where the only section remaining to be upgraded is the section adjacent to the Aromatherapy in the Marketplace premises on the eastern side. The request for this location is removal of the garden bed and that the existing tree be retained with a very small garden area around this particular location. It should also be noted that the Mayor has corresponded with all the shopkeepers in this area advising of the progress of works and ultimate designs

With regard to access problems it has been agreed to recommend the installation of a disabled car parking spot in this vicinity which will enable disabled or elderly people to alight from their vehicles and use a disabled ramp to gain access to the footpath. This being in the vicinity of the Commonwealth Bank premises.

It is considered that the remaining small section of garden bed on the Eastern side be treated in a similar fashion to the remainder of streetscape in Wolgan Street and that the upgrade works be completed based on this philosophy.

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

1. Petition – 290 Signatures
2. Correspondence received

RECOMMENDATION

THAT Council:

1. Request TALC to consider the installation of a disabled parking zone on the eastern side of Wolgan Street;
2. Complete the upgrade of the plantings in the garden beds on the eastern side of Wolgan street using the current adopted theme

FINANCE REPORTS

ITEM-15 FINAN - 01/08/11 - EXPECTED IMPACT ON COUNCILS AND THE LITHGOW LGA BY THE INTRODUCTION OF A CARBON TAX

REPORT FROM - FINANCE MANAGER C FARNSWORTH

REFERENCE

Min No 11-259: Ordinary Meeting of 11 July 2011

SUMMARY

On the 10 July 2011 the Federal Government announced the proposed Clean Energy Future (CEF) package.

The package outlines the proposed carbon tax, compensation packages for households and businesses to encourage programs in renewable energy, energy efficiency and land use. This report advises Council on the implications regarding costs to Council with a recommendation that additional information be reported as it becomes available.

COMMENTARY

Council at the meeting of 11 July 2011 discussed the proposed introduction of a carbon tax by the Federal Government and resolved by Minute 11-259 point 4:

THAT *a report to come back to Council on what the implications will be regarding costs to the Council.*

Council operations are heavily focused on the provision of services that tend to be labour intensive and hence their operation may not be affected as dramatically as other sectors of the business community by costs to be applied to greenhouse gases.

The greatest impact which will occur by the introduction of a Carbon Tax will be on Council purchases for fuel, energy costs; electricity and gas, waste disposal, landfills and costs related to the construction of buildings and infrastructure. It is not expected that Council will receive compensation for the tax increase; however it is expected that low and middle income households will be compensated by the Federal Government.

The major cost increase to Council, from greenhouse gases, is likely to be from waste disposal followed by construction. The likely impacts relating to waste disposal are difficult to forecast because the recovery of greenhouse gases emitted from landfills. Many councils contract the management of landfills to private operators and therefore it will be the operator collecting charges at the landfill and not the local council. This would be the case for Lithgow if a contractor continues to manage the landfill. It is proposed that carbon tax will apply per tonne of greenhouse gas emitted.

Direct costs to Council from the proposed tax include electricity increases for our major sites such as the Civic Centre, swimming pool, street lighting, water and sewerage treatment plants etc. Business and commercial electricity tariffs will be affected but this will be dependant on the individual contracts.

Fuel prices will increase but may be offset by the Fuel Tax Credits Scheme rebate which could return approximately 6 cents per litre.

Indirect costs will be attributed to increases in the manufacturing costs of goods and materials such as steel, bitumen, concrete and timber.

Industry standards predict the following increases for councils based on a Carbon Tax of \$25.00 per CO₂-e tonne:

Purchase	Impact on Expenses @ \$25 CO₂-e tonne
Fuel	0.05%
Construction	0.50%
Gas & Electricity	0.26%
Waste Disposal	0.94%
Other Materials	Unknown due to manufacturing components
TOTAL	Estimated 2%

To offset costs from the Clean Energy Future package, the Federal Government may introduce funding programs targeted at renewable energy and energy efficiency projects, commenced by Local Government

Key Elements of the Clean Energy Future Package:

Approximately five hundred of Australia’s largest pollution emitters will be required to pay under the carbon pricing structure. The businesses will buy and surrender to the Government a permit for every tonne of pollution they produce and around 60 per cent of Australia's carbon pollution will be covered by the carbon price, including pollution from electricity generation, some business transport, waste, industrial processes and fugitive emissions. A carbon price will not apply to agricultural emissions or emissions from light ‘on road’ vehicles. Costs may rise for some products and services for households, smaller business and farmers but they will have no direct obligations under the carbon tax.

The aim is to reduce pollution by at least 5%, compared with 2000 levels, by 2020 with a view to reduce it by 80% by the year 2050. It is proposed to commence Carbon Tax by 1 July 2012 and it is a three year fixed scheme moving to a full Emissions Trading Scheme (ETS) in 2015-16.

Proposed Carbon Price:

2012-13 \$23.00 per tonne
 2013-14 \$24.15 per tonne
 2014-15 \$25.40 per tonne

Waste: The waste sector will be included in the Clean Energy Future package. It is proposed that landfills, that exceed 25,000 tonnes of CO₂-e per annum, will be required to pay a carbon tax, or those with 10,000 tones of CO₂-e, if there is another landfill within a certain distance.

The waste in landfills is divided into two categories. ‘Legacy waste’ which is defined as waste deposited prior to the scheme starting. The emissions from this waste will not have a carbon price applied, but will be counted as part of the total emission from the facility (to determine whether it is over the threshold). New waste is any waste deposited after the implementation of the Clean Energy Future package.

It is expected the cost of the CO₂-e emissions from methane release will be collected in increased gate fees that landfill operators will be able to charge.

The level of inert material deposited, and its composition will be impacted by the extent that landfill owners distinguish between different types of waste. The charges will be determined according to the associated greenhouse gases emitted, for example, a blanket fee per tonne of waste may apply to all loads, or a fee per tonne may be based on the waste type generating methane. This will be particularly significant for a council, such as Lithgow, that collects and separates organic or garden waste separately from general solid waste and processes it outside of the landfill for conversion to mulch or compost.

Landfill Operations: It is assumed that the landfill owners / operators will pass additional costs imposed by methane emissions onto users of the site through a gate fee. It is difficult to forecast the likely outcome of the scheme in terms of the prices paid for waste disposal due to landfill gas recovery technology and the pricing policies of landfill operators.

Electricity: Electricity generation will be covered by the Clean Energy Future package and in the LGA will include Wallerawang and Mt Piper Power Stations.

Fuel: Light commercial vehicles, 4.5 tonnes or less gross vehicle mass, and households will not face a carbon price. Local Government standards indicate that fuel emission costs may add around five to eight per cent to costs for automotive fuels.

Other business transport will be subject to an equivalent carbon price, generally applied by reducing fuel tax credits as per the table below:

Fuel Tax Credit Reductions:			
	2012-13	2013-14	2014-15
Petrol	5.52	5.796	6.096
Diesel and other liquid fuels	6.21	6.521	6.858
LPG	3.68	3.864	4.064

Construction & Maintenance: There is considerable difficulty in estimating cost increases because of the difference in construction types, or example buildings or road construction. The greenhouse impacts of construction and maintenance works is not confined solely to fuel for construction plant, it also includes road construction materials such as aggregate, bitumen, concrete, recyclables, site waste and construction site energy used.

These materials, in particular the higher production costs of concrete, bitumen, steel, metal and plastic products inclusive of emissions costs, would be expected to be passed on to contractors and then to the final purchaser being Council.

Other Materials: There is no reasonable way to estimate the proposed cost increases related to the ‘other materials’ purchased by Council. This would require an understanding of the manufacture of a multitude of products, but in general cost increases will occur from the energy used in industrial manufacturing processes and transportation to a Council site.

Governance: It is proposed that a Climate Change Authority will be established to provide expert advice to the Government on all aspects of the carbon pricing mechanism.

Conclusion: Councils exposure to a carbon tax will mainly occur via waste disposal, landfills, construction and maintenance, fuel and electricity consumption.

Industry standards estimate that costs for local government will increase by approximately two per cent with a \$25/tonne carbon price. The cost increases do not take into account potential savings from the capture of landfill gas or the neutralisation of liquid fuel carbon costs via the reduction of the fuel excise to local government in the first few years of the scheme.

Cost increases for Lithgow Council which can be reasonably estimated at this time will be additional annual expenditure of:

LCC Purchases:	Predicted Annual Increase
Fuel	\$26,950
Road Construction	\$22,860
Buildings	\$20,000
Gas & Electricity	\$9,585
Freight	\$3,950
Waste / Landfills	Unknown at this time
Other Materials	Unknown due to manufacturing components
TOTAL KNOWN COMPONENTS	\$83,350

To reduce exposure to a carbon price it is recommended that Council investigates ways to reduce energy and fuel consumption, the disposal of organic waste and effective methods to capture greenhouse gas at landfills.

POLICY IMPLICATIONS

As per legislative changes

FINANCIAL IMPLICATIONS

To be advised in a future report to Council when specific details are known

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

Nil

RECOMMENDATION

THAT Council note expected increase in expenses from the introduction of a Federal Government Carbon Tax will be in excess of \$80,000 effective from 1 July 2012.

COMMITTEE MEETINGS

ITEM-16 OPER - 01/08/11 - TRAFFIC AUTHORITY LOCAL COMMITTEE MEETING MINUTES 7TH JULY 2011

REPORT FROM: GROUP MANAGER OF OPERATIONS - IAIN STEWART

SUMMARY

This report details the Minutes of the Traffic Authority Local Committee Meeting held on 7 July 2011.

COMMENTARY

At the Traffic Authority Local Committee Meeting held on 7 July 2011, there were (4) items discussed by the Committee.

1. Confirmation of the Minutes from the previous meeting on 7 July 2011.
2. Ongoing business from previous meetings – 14 Items
3. New Business – 11 Items
4. General Business – 5 Items

POLICY IMPLICATIONS

Nil.

FINANCIAL IMPLICATIONS

Nil.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

1. Minutes from the Traffic Authority Local Committee meeting of 7 July 2011.

RECOMMENDATION

THAT:

1. Council notes the minutes of the Traffic Authority Local Committee held on 7 July 2011.
2. Council repaint the pedestrian crossing located in Railway Parade near Eskbank Street and that a pedestrian barrier or fence is erected on the railway side of the crossing to protect pedestrians on the pedestrian crossing.
3. Council remove the overgrown vegetation on the walkway on James O'Donnell Drive at Hillcrest Estate and that the section of pedestrian access is cleared and extended to allow safe pedestrian use.
4. Council write to Mr Paul Toole requesting that the State Government provide further parking for the employees of the State Debt Recovery Office in railway Parade Lithgow.
5. Council approves the use of 23 metre B-Doubles on Forest Ridge Drive (1.4kms)

6. Council does not approve the use of 23 metre B-Doubles on the Sunny Corner Road (4.4kms)
7. Council approves the use of 23 metre B-Doubles on Dark Corner Road- Cupitt's Lane through to Stringybark Road (500 metre distance).
8. Council does not approve the use of 23 metre B-double access on Cupitt's Lane through to Hill Trail (distance of 3.9kms).
9. Council complete minor work on identified crests and sections of the road at Cases Lane, Mount Lambie and that cautionary signage is erected.
10. Council approve –
 - That a left turn only lane for west bound traffic exiting from the Great Western Highway into Hungry Jacks Restaurant
 - A entry/exit access into the restaurant from Stewart Street
 - No Stopping on both sides of Stewart Street
 - A left turn in only access for the entrance to the restaurant in Caroline Avenue
 - That the Give Way sign at the exit to Stewart Street onto Caroline Avenue is changed to a Stop sign
 - That a median strip is placed in Caroline Avenue to stop traffic turning right into the restaurant
 - That two distinct lanes are placed in Caroline Avenue when entering from the Highway, one marked with through arrows, the other with left hand turn arrows
 - No Stopping zones are placed in Caroline Avenue on both sides of the street on the exit from the highway
 - That the entry/exit access in Stewart Street is monitored and evaluated
 - That the traffic signals are changed at the intersection of Caroline Avenue when exiting onto the Great Western Highway so that the left hand turn is no longer a through arrow, but is left turn only.
11. Council install a stopping sign 10 metres from the intersection of the La Salle School bus interchange in the direction of the resident's garage in Rabaul Street Lithgow and that No Parking 8:30-9:30am and 2:30-3:30pm signage is installed to include the resident's garage on school days only.
12. Council complete works at Sir Thomas Mitchell Drive on the two blind corners that were identified and that a Stop sign is installed at the intersection of Sir Thomas Mitchell Drive and Magpie Hollow Road.
13. Council install ripple strips along Fullagar Avenue and in Chivers Close where the sandbags were previously placed.
14. Council complete minor works on the corner opposite the entrance to the showground in Barton Street Lithgow to accommodate two way traffic as part of this proposal.
15. Extend the current 80km/h speed limit from the top of Gould's Hill past the Sir Thomas Mitchell Drive entrance and then the 100km/h speed limit recommences
16. That a Concealed Driveway sign is installed on the Lake Lyell side of Gould's Hill to advise motorists of driveways ahead
17. That the double lines on the road are repainted along Magpie Hollow Road- specifically so there is no overtaking along the section of Magpie Hollow Road from the top of Gould' s Hill through to the start of the 100km/h speed zone relocation.

**ITEM-17 OPER - 01/08/11 - SPORTS ADVISORY COMMITTEE MEETING
MINUTES - 25TH JULY 2011**

REPORT BY: ASSETS AND PROJECTS ENGINEER – LEANNE KEARNEY

SUMMARY

Details of the Minutes of the Sports Advisory Committee Meeting held on Monday, 25 July 2011 for Council adoption.

COMMENTARY

At the Sports Advisory Committee Meeting held on Monday, 25 July 2011, there were ten (10) items discussed by the Committee, with all items except agenda item 4 being actioned under the Committee's delegated authority, and requiring Council to note the items.

Item 4 relates to financial assistance requests, and the Committee has made a recommendation for Council's adoption.

Other items discussed included:

- 2011 Reg Cowden Memorial Sports Star of the Year Awards (May and June)
- Booking Requests
- Withdrawal of Department of Sport and Recreation from the Committee
- Western Region Academy of Sport 2010 / 2011 Highlights
- Lithgow Flash Gift 2012
- General Business

POLICY IMPLICATIONS

Nil.

FINANCIAL IMPLICATIONS

Item 4 will require \$500 to be expended from the current allocation for Financial Assistance for Sporting Representations (recommended financial assistance to Megan Embleton).

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

1. Minutes of the Sports Advisory Committee Meeting held on Monday, 25 July 2011.

RECOMMENDATION

THAT:

1. Council approves financial assistance of \$500 from the current Financial Assistance for Sporting Representatives (approved financial assistance to Megan Embleton); and
2. Council note the minutes of the Sports Advisory Committee meeting held on Monday, 25 July 2011.

BUSINESS OF GREAT URGENCY

In accordance with Clause 241 of the Local Government (General) Regulations 2005 business may be transacted at a meeting of Council even though due notice of the business has not been given to the Councillors. However, this can happen only of:

- a) *A motion is passed to have the business transacted at the meeting: and*
- b) *The business proposed to be brought forward is ruled by the Chairperson to be of great urgency.*