

Office of Local Government (NSW)

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Please find Murrumbidgee Councils response to the proposed ARIC framework, while on the face of it, we can not disagree with the design and structure as presented, only to say that one size does not fit all. What is proposed is perfect for any Federal or State Government Body, and we could possibly even stretch to say it applies to the largest top 3 Local Governments, but beyond that it is over the top, cumbersome and very expensive. The investment that Murrumbidgee Council would have to apply to meet the requirements out strip the value 10 to 1. The investment to put into words is nothing short of \$300,000 all we need to invest to get the same outcomes is about \$30,000.

A very close look at the one size fits all approach and for you to consider the approaches as mentioned below.

#### **Detail**

Amend proposed section 428A

*Section 428A of the Local Government Act (when proclaimed) will require each council to establish an Audit, Risk and Improvement Committee to continuously review and provide independent advice to the general manager and the governing body of the council about:*

- *whether the council is complying with all necessary legislation*
- *the adequacy and effectiveness of the council's risk management framework, fraud and corruption prevention activities, financial management processes, and the council's financial position and performance*
- *the council's governance arrangements*
- ~~*the achievement of the goals set out in the council's community strategic plan, delivery program, operational plan and other strategies*~~
- *how the council delivers local services and how to improve the council's performance of its functions more generally*
- *the collection of performance measurement data by the council, and*
- *any other matters prescribed by the Local Government Regulation 47*

In having worked on the QLD Taskforce for the development of planning and reporting, it was clearly obvious reaching out to our New Zealand neighbours and how they go about auditing the strategic plan. They found it's a specialized skill, and something that accountants cannot readily do. As such an AIRC will comprise primarily of financial professionals, with less ability to comment on the achievements of the plans than those people who were elected to do so. It should be removed we already have a mechanism that being the elected Council and community. As such with this removal where it is referred to throughout the framework discussion paper I will not be mentioning it again as it is to be taken as deleted.

## Core Requirement 1

*The Audit, Risk and Improvement Committee is to comprise of three to five independent members who are prequalified via the NSW Government's Prequalification Scheme: Audit and Risk Committee Independent Chairs and Members*

A comment that the ability for people to meet the prequalification scheme needs to be assessed by OLG for rural and remote Councils, the implementation of the AIRC will be a considerable cost we have no desire for it to be compounded by costs of airfares. In my career I have seen it as invaluable for an elected Councillor to be a member of the Committee, the Mayor is the ideal choice, as they receive first hand information. I strongly urge that you allow elected members even if only fill the optional positions on the committee. With the ability to allow Councillors some of the pre-selective criteria needs to be amended.

*The Audit, Risk and Improvement Committee is to provide an annual assurance report to the governing body of the council and be assessed by an external party at least once each council term as part of council's quality assurance and improvement program*

How is it proposed that the AIRC is assessed will there be guidelines developed, metrics to assess against, and is it necessary when the committee turns over every five to eight years, the costs are of concern. If it is an issue then shorten the live of the Chair and Committee Members.

## Core Requirement 4

*(a) The general manager is to appoint a Chief Audit Executive to oversee the council's internal audit activities in consultation with the Audit, Risk and Improvement Committee*

*(b) The Chief Audit Executive is to report functionally to the Audit, Risk and Improvement Committee and administratively to the general manager and attend all committee meetings (*

*c) The general manager is to ensure that, if required, council has adequate internal audit personnel to support the Chief Audit Executive. Councils will be able to appoint in-house internal audit personnel or completely or partially outsource their internal audit function to an external provider*

Very mindful of costs, small rural and remote Councils, have the ability to engage consultant internal auditors for up to 2 weeks which is ample time for a proper review of the Council. The plan is derived in most part from the external auditors high and moderate risks, plus individual assignments set by the GM. A total cost of about \$30,000 and it is effective.

As a small rural council, we do not have a staff member that will even come close to meeting the restrictions placed to be the Chief Audit Executive, as most all are connected in some way to the financial process. As such this would be a new hire, for possibly a month worth of work a year. This will be very expensive without the ability of new section 428B so we can join forces with our JO and member Councils.

Commenting on anything past the core requirements just goes into greater detail as such no benefit in commenting on the same things as commented above.

**Summary:**

Section 428A needs to be amended to remove the reference to the committee having any say on the strategic plan deliveries, that should be the domain of the elected representatives.

You are selling the effectiveness short of the committee by excluding sitting Councillors, this is the best way to get information into the elected representatives by one of their own the very next meeting of Council being held and not waiting for the chair to report. Make changes to allow the elected reps to take up the optional spots, its no extra cost to Council plus there is no majority influence, and no difference if the Council chose to not fill those positions.

Rather than a necessity to independently and externally assess the committee shorten the term of the members, the same result with lot less expenditure.

I trust you will hear this a lot, on small rural Councils the cost of running the ARIC is exorbitant in the order of \$300,000 per year. As a risk assessment and cost benefit analysis it does not come close, so we fail to understand the rationale. More can be achieved by the General Manager employing external internal auditors to focus on the high and medium risk issues of the external audit as well as focus on special projects. To date I have identified data conversion and procurement, neither of these had been identified by the external auditors or the AIRC, but I consider them essential so I can run the business. The simplest model would be, for a small rural Council who have unqualified audits, no requirement to establish an AIRC but they have a requirement to engage an internal audit function. This would receive a budget of about \$30,000. The mechanisms you have in place will cost in the order of \$300,000 and I can guarantee you we will see only \$30,000 value that being the internal audit work that is undertaken. If you are cannot see the value in taking a risk management approach and to follow this simple model then it is imperative that we enable the JO to undertake this task, as such you need to revisit the payments to committee members as we have 11 Councils in our JO, so that would be 12 organisations the \$20,000 payment for the chair of large is not sufficient to attract the right skills. With the JO model I believe it will only cost Council about \$60,000 to achieve a \$30,000 value.

Yours Sincerely

John Scarce B.Bus, MBA, LL.M, FCPA, CMA CPA (Canada)

Kieren Sargeant Family Trust  
Trading As -  
Wagga Fire & Security

ABN 28 515 934 160

Security Master Licence  
000103388



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28<sup>th</sup> November 2019

## Hydrant Flow Tests for Murrumbidgee Shire Coleambally 15<sup>th</sup> November 2019

|    | Location                 | Type | Pipe Size     |  | Static | 5ft | 10ft    | 15ft     | 20ft       | 25ft     |
|----|--------------------------|------|---------------|--|--------|-----|---------|----------|------------|----------|
| 1  | 37 Kookaburra Ave        | Hyd  | 150           |  | 280    | 260 | 240     | 190      | 100        | 0        |
| 2  | 19 Curlew Cres           | Hyd  | 100           |  | 300    | 280 | 220     | 150      | 20         |          |
| 3  | 18 Sandpipwe St          | Hyd  | 150           |  | 300    | 280 | 230     | 180      | 20         |          |
| 4  | 22 Currawong Cres        | Hyd  | 150           |  | 290    | 260 | 220     | 150      | 60         | 22ft @ 0 |
| 5  | 19 Currawong Cres        | Hyd  | ???           |  | 290    | 240 | 130     | 13ft @ 0 |            |          |
| 6  | 9 Bellbird St            | Hyd  | ???           |  | 290    | 250 | 200     | 120      | 19ft @ 0   |          |
| 7  | 11 Willaroo St           | Hyd  | 100           |  | 295    | 260 | 170     | 60       | 16.5ft @ 0 |          |
| 8  | 28 Robin Cres            | Hyd  | 100           |  | 300    | 250 | 160     | 0        |            |          |
| 9  | 43 Kingfisher Ave        | Hyd  | ???           |  | 280    | 240 | 150     | 0        |            |          |
| 10 | Kingfisher Ave, school   | Hyd  | 150           |  | 280    | 250 | 200     | 110      | 19ft @ 0   |          |
| 11 | Falcon Rd                | Hyd  | 100, dead end |  | 290    | 220 | 50      | 11ft @ 0 |            |          |
| 12 | 19 Kestrel Rd            | Hyd  | 100, dead end |  | 270    | 240 | 180     | 100      | 18ft @ 0   |          |
| 13 | 13b Bluebonnet Cres      | Hyd  | 100           |  | 255    | 120 | 7ft @ 0 |          |            |          |
| 14 | Bluebonnet Cres, end     | Hyd  | 100, dead end |  | 280    | 230 | 110     | 12ft @ 0 |            |          |
| 15 | 2 Corella St             | Hyd  | 100           |  | 280    | 230 | 110     | 12ft @ 0 |            |          |
| 16 | Bencubbin Ave, Fire She  | Hyd  | 100           |  | 290    | 280 | 260     | 210      | 160        | 60       |
| 17 | Amaroo Ave, L/A store y  | Hyd  | 100           |  | 290    | 250 | 230     | 200      | 120        | 40       |
| 18 | Calrose Ave, op gain she | Hyd  | 100           |  | 290    | 240 | 190     | 50       | 16ft @ 0   |          |
| 19 | 49 Bencubbin Ave         | Hyd  | 100, dead end |  | 280    | 220 | 80      | 12ft @ 0 |            |          |

Yours faithfully

Kieren Sargeant  
Director

Wagga Fire & Security

Fire Extinguishers - Fire Sprinkler Systems - Fire Detection Systems  
Emergency Warning Systems - Gas Suppression Systems - Fire Training  
Confined Space Training - Security Systems - Access Control - Camera Surveillance



Wagga Fire & Security use the following Software to maintain your equipment

### FireMate - Fire Protection Maintenance Software

FireMate – The only electronic management system specifically built for the Australian Fire Protection Industry on the market for sale today!

FireMate has been designed and developed in Australia to assist fire protection contractors manage the requirements of Australian Standards AS1851 and the ever increase modern day demands of their clients.

FireMate is not a generic service application that also does fire protection. FireMate is purpose built fire protection maintenance software. This means we have the sole focus and interests of fire protection contractors, which allows us to automate and streamline our software to make it comprehensive but simple to use.



#### ASSET MAINTENANCE

Manage customers assets with ease, track critical information such as pressure tests dates, flow rates, last inspection date and the information can be recorded on any device (including barcode scanners).



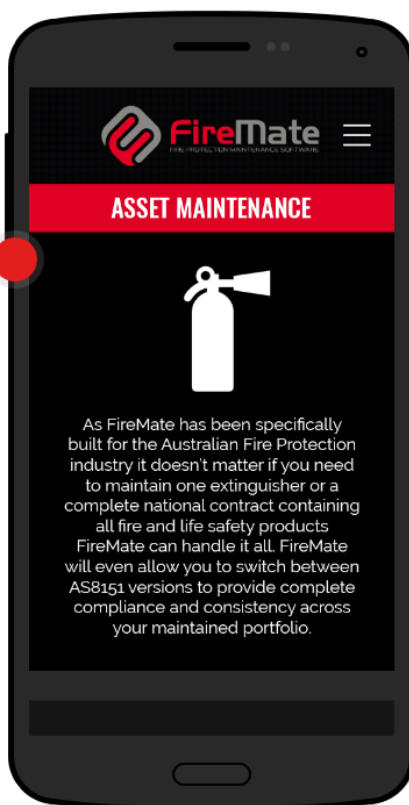
#### CONTRACT ADMINISTRATION

Contract administration is loaded with features. Set labour rates and equipment specific to a contract. Automatically itemise quotes and add CPI annually.



#### SCHEDULING

From hydrants to hose reels, emergency lights to extinguishers, special hazards to sprinklers the FireMate scheduler has been built specifically to handle all fire and life safety product disciplines.



#### CUSTOMER PORTAL

The FireMate client portal provides your clients with up to date information regarding the current status of their site.



#### DEFECTS AND QUOTING

Every defect created is stamped with a date and time. Track conversion times from raising the defect to sending to the customer. Critical defects automatically notify the service manager.



#### BILLING

Set up global rates for labour and equipment so billing becomes a breeze. Automatically email all invoices with the click of a button.



Wagga Fire & Security

Fire Extinguishers - Fire Sprinkler Systems - Fire Detection Systems  
Emergency Warning Systems - Gas Suppression Systems - Fire Training  
Confined Space Training - Security Systems - Access Control - Camera Surveillance

### Fire Hydrant Inspections Coleambally

| No | STREET          | LOCATION                  | COMMENTS   |
|----|-----------------|---------------------------|--|
| 1  | Bell Bird St    | 8 Bellbird St             | Requires road marker and hydrant gutter marker               |
| 2  | Bell Bird St    | 12 Bellbird St            | Requires road marker and hydrant gutter marker               |
| 3  | Bell Bird St    | 18 Bellbird St            | Requires road marker and hydrant gutter marker               |
| 4  | Bell Bird St    | 24 - 26 Bellbird St       | Requires road marker and hydrant gutter marker               |
| 5  | Bell Bird St    | 30 Bellbird St            | Requires road marker and hydrant gutter marker               |
| 6  | Bluebonnet Cres | 5 Blue Bonnett Cres       | Requires road marker and hydrant gutter marker               |
| 7  | Bluebonnet Cres | 13 Bluebonnet Cres        | Requires road marker and hydrant gutter marker               |
| 8  | Bluebonnet Cres | 21 Bluebonnet Cres        | Requires road marker and hydrant gutter marker               |
| 9  | Bluebonnet Cres | 27 Bluebonnet Cres        | Water main required to be replaced to improve flow capacity. |
| 10 | Bluebonnet Cres | 33B Bluebonnet Cres       | Requires new HP post and blue road marker                    |
| 11 | Brolga Place    | Front of Bendigo Bank     | Requires road marker and hydrant gutter marker               |
| 12 | Brolga Place    | Front of Pharmacy         | Requires road marker and hydrant gutter marker               |
| 13 | Brolga Place    | Council Office            | Requires road marker and hydrant gutter marker               |
| 14 | Corella Street  | 2 Corella St              | Requires road marker and hydrant gutter marker               |
| 15 | Curlew Cres     | 3 Curlew Cres             | Requires road marker   |
| 16 | Curlew Cres     | 7 Curlew Cres             | Requires road marker   |
| 17 | Curlew Cres     | 13 Curlew Cres            |  |
| 18 | Curlew Cres     | 15 Curlew Cres            | Requires road marker   |
| 19 | Curlew Cres     | Vacant Block              |  |
| 20 | Curlew Cres     | Next to Curlew Park       | Requires road marker   |
| 21 | Currawong Cres  | 5 Currawong Cres          | Requires road marker and hydrant gutter marker               |
| 22 | Currawong Cres  | CNR Currawong / Bellbird  | Requires road marker and hydrant gutter marker               |
| 23 | Currawong Cres  | 19 Currawong Cres         | Requires road marker and hydrant gutter marker               |
| 24 | Currawong Cres  | 22 Currawong Cre          | Requires road marker and hydrant gutter marker               |
| 25 | Currawong Cres  | 26 - 28 Currawong Cres    | Requires road marker and hydrant gutter marker               |
| 26 | Currawong Cres  | 32 Currawong Cres         | Requires road marker and hydrant gutter marker               |
| 27 | Currawong Cres  | CNR Currawong / Sandpiper | Requires road marker and hydrant gutter marker               |
| 28 | Falcon Road     | 2 Falcon Road             | Requires road marker and hydrant gutter marker               |
| 29 | Falcon Road     | Coly Community Club       |  |

## Fire Hydrant Inspections Coleambally

| No | STREET         | LOCATION                    | COMMENTS                                       |
|----|----------------|-----------------------------|--|
| 30 | Falcon Road    | 6 Falcon Road               |  |
| 31 | Falcon Road    | 12 Falcon Road              |  |
| 32 | Falcon Road    | 20 Falcon Road              | Requires HP gutter marker                      |
| 33 | Football Oval  | Football Oval Near Toilet   |  |
| 34 | Kestrel Road   | Coly Fuels BP               | Requires road marker and hydrant gutter marker |
| 35 | Kestrel Road   | 9 Kestrel Rd                | Requires road marker and hydrant gutter marker |
| 36 | Kestrel Road   | 15 Kestrel Rd               | Requires road marker and hydrant gutter marker |
| 37 | Kestrel Road   | Bush Shed                   | Requires road marker and hydrant gutter marker |
| 38 | Kingfisher Ave | 73 -74 Kingfisher           | Requires road marker                           |
| 39 | Kingfisher Ave | Opposite Caravan Park       | Requires road marker                           |
| 40 | Kingfisher Ave | 64 Kingfisher               | Requires road marker and hydrant gutter marker |
| 41 | Kingfisher Ave | 51 Kingfisher               | Requires road marker and hydrant gutter marker |
| 42 | Kingfisher Ave | 43 Kingfisher               | Requires road marker and hydrant gutter marker |
| 43 | Kingfisher Ave | 35 Kingfisher               | Requires road marker and hydrant gutter marker |
| 44 | Kingfisher Ave | 27 Kingfisher               | Requires road marker and hydrant gutter marker |
| 45 | Kingfisher Ave | 21 Kingfisher               | Requires road marker and hydrant gutter marker |
| 46 | Kingfisher Ave | Masonic Hall                | Requires road marker and hydrant gutter marker |
| 47 | Kingfisher Ave | 11 Kingfisher               | Requires road marker and hydrant gutter marker |
| 48 | Kingfisher Ave | Central School              | Requires road marker and hydrant gutter marker |
| 49 | Kingfisher Ave | Central School              | Requires road marker and hydrant gutter marker |
| 50 | Kingfisher Ave | Central School              | Requires road marker and hydrant gutter marker |
| 51 | Kingfisher Ave | CNR Kingfisher / Pine Drive | Requires road marker                           |
| 52 | Kingfisher Ave |                             | Requires road marker                           |
| 53 | Kingfisher Ave |                             | Requires road marker                           |
| 54 | Kookaburra Ave | 23 Kookaburra Ave           |  |
| 55 | Kookaburra Ave | 36 Kookaburra Ave           |  |
| 56 | Kookaburra Ave | 42 Kookaburra Ave           | Requires mew HP marker post                    |
| 57 | Kookaburra Ave | 48 Kookaburra               | Requires mew HP marker post                    |
| 58 | Kookaburra Ave | 59 Kookaburra Ave           | Requires road marker and hydrant gutter marker |
| 59 | Kookaburra Ave | 57 Kookaburra Ave           | Requires road marker and hydrant gutter marker |

# Fire Hydrant Inspections Coleambally

[illegible]



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**DUBBO REGIONAL COUNCIL**  
*Office of the Mayor*  
Councillor Ben Shields

12 September 2019

**Ken Keith OAM**  
**Mayor**  
**Parkes Shire Council**  
**PO Box 337**  
**PARKES NSW 2870**

Dear Ken

Thank you for your letter dated 29 August 2019 in relation to the success of the Newell Highway Taskforce. As I understand Cllr Etheridge is Council's Representative on this Taskforce and is keen to continue to participate in future meetings.

I have been advised by my CEO that Ms Kerry Murphy is a contractor with Dubbo Regional Council and agreed to take minutes for the last meeting only. Unfortunately Council is unable to offer an alternative secretary to the Taskforce and therefore it would be appropriate for another Council to be chosen to provide this service.

Council is happy to contribute towards the annual levy of \$250.00 to support the continuation of this group.

I was not aware of any Newell Highways Promotions Committee but I am seeking advice from my CEO as to the previous establishment of this committee, its role and the expected outcomes.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Ben Shields'.

**Councillor Ben Shields**  
**Mayor**

**CORRESPONDENCE TO BE ADDRESSED TO:**

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**DUBBO**  
**REGIONAL**  
**COUNCIL**



Ref: 02.163.1 RP:JD

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31 October 2019

Cr Ken Keith  
Parkes Shire Council  
PO Box 337  
PARKES NSW 2870

Dear Keith

**NEWELL HIGHWAY TASKFORCE LEVY**

Berrigan Shire is the southern most local government area on the Newell Highway and as such is the gateway to NSW. The major east west connector, the Riverina Highway, also bisects the Shire intersecting with the Newell Highway at Finley.

An officer from Berrigan Shire Council has attempted to be involved with the taskforce attending meetings in Narrandera and Forbes. However, the extreme distances that need to be travelled to attend meetings coupled with the rejection of a request to be able to participate in meetings via a phone hook-up has seen Berrigan Shire Council unable to contribute to the Taskforce for quite some time.

The letter regarding the Newell Highway Taskforce dated 29<sup>th</sup> August, 2019 was noted at the Berrigan Shire Council meeting on the 9<sup>th</sup> October, 2019. At this stage the Council declines the request to contribute an annual levy towards the running costs of the Newell Highway Taskforce.

Yours faithfully

ROWAN PERKINS  
GENERAL MANAGER

*Heart of the  
Southern Riverina*

Institute of Public Works Engineering Australasia  
Limited NSW Division  
Roads & Transport Directorate



New South Wales

**IPWEA**

INSTITUTE OF PUBLIC WORKS  
ENGINEERING AUSTRALASIA

9 October 2019

Clr Ken Keith  
Parkes Shire Council  
PO Box 337  
Parkes NSW 2870

**RE: Roads Australia**

Dear Mayor Keith,

It was with some concern that I read the claims made by Roads Australia in a letter sent to Mayors across Australia recently.

The letter claimed:

*The Nation's only roads champion, Roads Australia's 150+ members includes all of Australia's road agencies, major contractors and consultants, motoring clubs, service providers and other relevant industry groups.*

No doubt the NRMA would not agree with this statement and certainly the IPWEA (NSW) Roads & Transport Directorate takes exception to the statement as far as the State of NSW is concerned.

The Roads and Transport Directorate was established by IPWEA (NSW) in conjunction with Local Government NSW in 2004 to provide support to its members working in local government across the state. It is supported financially by membership contributions from local councils across NSW.

Its main purpose is to assist Local Government in NSW in the area of road infrastructure and transport related activities by:

- Assisting members in discharging their road management roles in the most effective manner consistent with current legal obligations and the most recent technical practices particularly in the critical area of consistent and cost effective asset management;

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• Website: [www.roadsdirectorate.org.au](http://www.roadsdirectorate.org.au)

Institute of Public Works Engineering Australasia  
Limited NSW Division  
Roads & Transport Directorate



New South Wales  
**IPWEA**  
INSTITUTE OF PUBLIC WORKS  
ENGINEERING AUSTRALASIA

- Assisting the IPWEA (NSW), Local Government NSW, individual Councils and members in lobbying for a higher priority to be placed on road infrastructure provision and maintenance and for a more equitable share of resources and funding; and
- Providing for IPWEA members and Local Government a powerful technical and research resource on transport issues at regional, state and national level. The activities would be, as circumstances dictate, either proactive or reactive to achieve the optimum benefit for the region or state.

Your council will be aware of the Road Asset Benchmarking Project that has published the *Timber Bridge Management Report* and the *Road Management Report* every two years since 2005. These reports have been the basis for the State Government to provide \$500 million in the current Budget for the replacement of poor quality timber bridges in rural and regional communities as well as an additional \$500 million allocation for regional and local roads across the State.

Through these and a range of other publications and submissions Local Government in NSW has been kept well informed of roads and transport issues since 2004. In addition, IPWEA(NSW) and the Roads & Transport Directorate have been actively advocating on behalf of Councils in NSW since that time.

The Roads & Transport Directorate encourages other bodies to become actively involved in lobbying for a better deal in relation to road funding for local and regional roads. We do, however, object to such bodies claiming to be the nation's only roads champion when clearly there are a number of other bodies that can claim such status within NSW.

Should you require any more detailed information in relation to this request please do not hesitate to contact me.

Yours Sincerely,

Mick Savage

Roads and Transport Directorate Manager  
IPWEA NSW

p: +61 (02) 8267 3000 m: +61 (0)418808085

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• Website: [www.roadsdirectorate.org.au](http://www.roadsdirectorate.org.au)



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## Newell Highway Corridor Strategy

The Newell Highway Corridor Strategy [PDF: 1133 KB] (the Strategy) was commissioned by the Australian Government in January 2019 to take into account significant developments that have occurred since the 2015 Newell Highway Corridor study undertaken by the New South Wales (NSW) Government. These significant developments include investment in Inland Rail, a focus on supporting drought-affected areas (including areas along the Newell Highway Corridor) and the Roads of Strategic Importance Initiative.

PriceWaterhouseCoopers Australia (PwC) was selected via a formal procurement process to develop the Strategy. It documents an evidence-based 10 year roadmap of investment opportunities to ensure the corridor continues to serve the needs of its users in the longer term.

The Strategy will inform future investment on the Newell Highway between the Queensland and Victorian borders, to maximise productivity gains for freight users on the corridor. It will also support the economic growth of communities along the corridor, through identified opportunities for improved integration of the Newell Highway and rail transport options including Inland Rail, and improved safety for all road users.

Three key activities were undertaken to develop the evidence base for further decision making on Australian Government investment:

- ▣ Evaluation of the significance of the corridor, including modelling current and future demand along the corridor
- ▣ Corridor performance, including an assessment of the performance of existing infrastructure assets
- ▣ Engaging with stakeholders in developing the Strategy.

The outcomes from these activities were then used to identify high level potential investment opportunities which were prioritised according to an agreed evaluation framework.

In its 2019 Budget, the Australian Government committed \$400 million to the Newell Highway, including the Parkes bypass, under the Infrastructure Investment Program; and \$510 million for the Toowoomba to Seymour corridor under the Roads of Strategic Importance (ROSI) initiative, \$300 million of which is available for the Newell Highway. Priorities for use of this funding will be informed by the Strategy.

The Australian Government will continue to work in partnership with the NSW Government to determine the scope of future infrastructure projects.

## About the Newell Highway

The Newell Highway is a significant artery traversing regional NSW and performs an important role in the movement of road freight. The highway contributes to the competitiveness of Australia's agricultural and mining sectors, opening up access to essential freight networks in NSW, Queensland and Victoria.



[Click map for larger version](#)





# Newell

# Highway

# Corridor

# Strategy

## Summary Report

June 2019



Australian Government

Department of Infrastructure, Transport,  
Cities and Regional Development

## Disclaimer

This report is not intended to be used by anyone other than the Department of Infrastructure, Transport Cities and Regional Development ("DoITCRD").

PricewaterhouseCoopers Consulting (Australia) Pty Limited ("PwC") prepared this report solely for DoITCRD's use and benefit in accordance with and for the purpose set out in PwC's engagement letter with DoITCRD dated 28 February 2019. In doing so, PwC acted exclusively for DoITCRD and considered no-one else's interests.

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In this report PwC refers to PricewaterhouseCoopers Consulting (Australia) Pty Limited.

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# Summary Report







The Australian Government is committed to supporting and enhancing Australia's key transport infrastructure, including the Newell Highway corridor. As the most significant rural highway in NSW, the Newell Highway serves as an important social and economic connector for local communities, freight movement through inland NSW, and visitors travelling through the region.

This *Newell Highway Corridor Strategy Final Report*, commissioned by the Australian Government, documents the approach and findings for arriving at an evidence-based 10 year investment roadmap to ensure that the corridor continues to serve the needs of its users in the longer term.

Six corridor objectives were identified and align with Australian and State Government transport plans and agreed with key stakeholders, including local communities along the corridor.

Of particular importance is the interdependency with the Inland Rail project, and how road and rail will work together to meet the growing freight task and reduce costs for regional supply chains. A holistic, multimodal view of freight transport that leverages the strengths of each mode is a key consideration for enhancing the overall efficiency of Australia's transport networks.

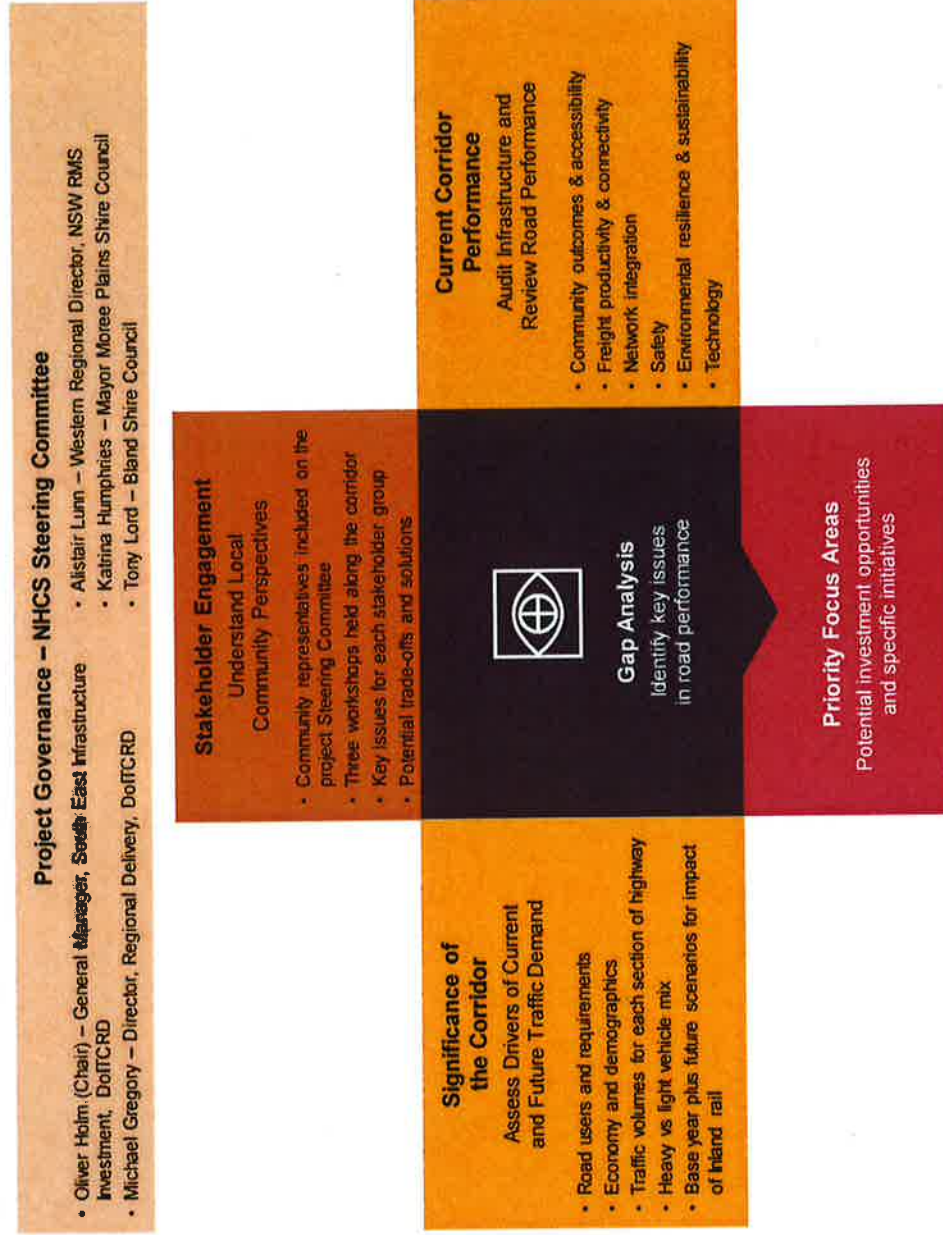
## Key objectives for the 2019 Newell Highway corridor strategy.

| Objective  | Description   |
|--|---|
| <b>1</b><br><b>Community Outcomes and Accessibility</b><br>          | To support regional growth and development and the needs of the communities along the corridor, by providing effective access to key destinations including employment, education, recreational and health services and encouraging visitors to support local businesses. |
| <b>2</b><br><b>Freight Productivity</b><br>                          | To support economic growth by providing efficient access and ensuring road freight has effective connections to and from areas of industrial activity, including agricultural and visitor economy activities.   |
| <b>3</b><br><b>Network Integration and Connectivity</b><br>          | To consider land use and multi-modal infrastructure planning more holistically and ensure that the overall transport system is efficient, well connected and robust.  |
| <b>4</b><br><b>Safety</b><br>  | To prioritise safety for all users, discourage risky behaviours and minimise the consequences of driver error, with an aspiration to eliminate serious incidents in the long term.  |
| <b>5</b><br><b>Environmental Resilience and Sustainability</b><br> | To consider long-term environmental concerns throughout the development and delivery process, such as increasing resilience to significant weather events and supporting sustainability.  |
| <b>6</b><br><b>Technology</b><br>                                  | To maintain awareness of technological developments and embrace new technologies when feasible, thereby continuously improving the corridor.  |



- Three key activities were undertaken to develop the evidence base for further decision making:
- Evaluation of the significance of the corridor, including modelling current and future demand along the corridor
  - Corridor performance, including an assessment of the performance of existing infrastructure assets
  - Engaging with key stakeholders.
- The outcomes from these activities were used to identify key issues and high level potential investment opportunities, which were then prioritised according to an agreed evaluation framework.

#### High-level methodology for identifying gaps in road capability and priority investment opportunities.



The findings of the analysis indicate seven key issues along the corridor:

- Barriers to wider adoption of High Productivity Vehicles (HPVs), including inadequate facilities for certain road freight tasks such as decoupling and truck washing sites
- Safety concerns, due mainly to fatigue and speeding, a lack of fit-for-purpose infrastructure such as proper facilities at rest stops and heavy vehicle safety stations (HVSSs), and several level crossings with limited line of sight
- Lack of resilience to major flooding events
- Desire for real-time traffic condition and travel time information, as well as mobile network coverage
- Localised congestion and reduced amenity in some towns, especially those with high levels of heavy vehicle traffic
- Lack of sufficient overtaking opportunities along the corridor
- Substandard and deteriorating pavement quality, with insufficient support for operational maintenance.

Based on these key issues, four key focus areas and a range of opportunities were identified. In total 48 specific location based initiatives were identified across each of the focus areas.

## Overview of key issues along the corridor.

| Key Issues  | Proposed Response   |
|---|---|
| <b>1</b> Barriers to wider adoption of HPVs                             | <ul style="list-style-type: none"> <li>• Support HPV access and facilities along the entire corridor, prioritising necessary upgrades in line with future commercial activity, demand, and the impact of Inland Rail</li> <li>• Align any key initiatives with the Federal Government National Freight and Supply Chain Strategy and Roads of Strategic Importance</li> </ul> |
| <b>2</b> Safety concerns and a high rate of serious and fatal incidents | <ul style="list-style-type: none"> <li>• Seek to identify a corridor-wide safety improvement strategy defining both infrastructure and behaviour change initiatives and that leverages and builds upon existing RMS work such as the Saving Lives on Country Roads Campaign</li> </ul>  |
| <b>3</b> Lack of resilience to major flooding events                    | <ul style="list-style-type: none"> <li>• Seek to better understand the likelihood and impact of flooding along the corridor and the full suite of potential improvement initiatives (including likely costs and benefits)</li> </ul>  |
| <b>4</b> Limited real-time information flow                             | <ul style="list-style-type: none"> <li>• Identify the primary information needs along the corridor and a suitable platform for the distribution of information to road users</li> </ul>   |
| <b>5</b> Localised congestion and reduced amenity                       | <ul style="list-style-type: none"> <li>• Seek to minimise the adverse travel time, safety, and amenity impacts of heavy vehicle movements through towns, particularly traffic and interactions with lighter vehicles</li> </ul>   |
| <b>6</b> Lack of sufficient overtaking opportunities                    | <ul style="list-style-type: none"> <li>• Continue to support the construction of overtaking lanes to enable efficient and safe travel along the corridor for all road users</li> </ul>  |
| <b>7</b> Poor pavement quality and insufficient road maintenance        | <ul style="list-style-type: none"> <li>• Seek to identify areas of poor pavement quality and identify ways to improve pavement conditions, particularly in light of heavy vehicle usage along the corridor</li> </ul>   |







































Each of the 48 initiatives were evaluated against a range of criteria including strategic alignment, expected benefits, and financial implications to help prioritise each initiative over the short and medium (within the next 10 years) and longer term (10+ years). The resulting investment road map is illustrated in the following table.

Based on the evaluation the key short term priorities include:

- Construction of the Parkes bypass
  - Improved road-rail alignment at Tichborne
  - Intersection upgrades at Mitchell and Oxley Highways
  - Heavy duty pavement upgrades at North Moree and from Narrabri to Moree
  - Fatigue management
  - Upgrade and construction of new decoupling sites
  - Program of consistent rural gateway treatments, including road markings
  - Commissioning of a corridor-wide flood study
  - Installation of electronic variable message signs
  - Improved road designs.
- Together, these and other initiatives are expected to generate a number of benefits for communities, industries, and visitors, including:
- Regional growth and development
  - Improved supply chain efficiency
  - Improved road safety
  - Improved information and reduced inconvenience.

Identified opportunities and their alignment with the Strategy objectives.

| Focus Areas   | Opportunities  | Strategic Alignment   |
|---|--|---|
| <b>1</b><br><b>Support increased HPV access and freight efficiency</b>                | A. Bypasses and heavy vehicle alternate routes   |          |
|   | B. Improvements to intersections and crossings   |          |
|   | C. Improvements to road geometry   |    |
|   | D. Heavy duty pavement strengthening   |    |
|   | E. Upgrades to primary east-west connections   |          |
|   | F. Enhancements to freight facilities  |          |
| <b>2</b><br><b>Prioritise safety initiatives</b>                                      | A. Additional safety infrastructure  |     |
|   | B. Improvements to road design   |     |
|   | C. Changes to driver behaviour   |    |
| <b>3</b><br><b>Mitigate the impacts of flooding</b>                                   | Development of a corridor wide flood study, which seeks to identify key flood prone zones along the corridor against a number of potential scenarios and identifies and evaluates a suite of mitigation measures |          |
|   |  |   |
| <b>4</b><br><b>Provide improved information and communication</b>                     | A. Electronic communications along the corridor  |    |
|   | B. Development of a single and accurate information platform   |    |
|   | C. Provision of mobile network coverage along the corridor   |    |
|   | D. Improved signage on the approach to key town centres  |    |
| <b>Legend</b>   |  |   |
|  | Community Outcomes and Accessibility   |   |
|   | Freight Productivity   |   |
|    | Network Integration and Connectivity   |   |
|    | Safety   |   |
|    | Environmental Resilience and Sustainability  |   |
|    | Technology   |   |

### Proposed investment roadmap for the Newell Highway Corridor.

| Area of Opportunity                             | Proposed Initiatives   |
|---|--|
| 1a. Bypasses and heavy vehicle alternate routes | <ul style="list-style-type: none"> <li>Parkes bypass</li> <li>Coonabarabran HVAR</li> <li>Dubbo Bridge/Bypass</li> <li>Narrabri HVAR</li> <li>Narramine HVAR</li> </ul>  |
| 1b. Intersections and crossings                 | <ul style="list-style-type: none"> <li>Improve road-rail alignment at Tichborne</li> <li>Oxley Highway – Straighten and prioritise Newell</li> <li>Improve alignment at West Wyalong level crossing</li> <li>Upgrade level crossing near Hideaway Lane</li> <li>Upgrade Forbes level crossing</li> <li>Assess local road access requirements for potential upgrades</li> <li>Upgrade Hartigan Ave level crossing</li> <li>Upgrade Clarinda St / Mitchell St intersection</li> <li>Widen and remediate pavement for grade separated crossing south of Morundah</li> <li>Upgrade structures (bridges and culverts) requiring strengthening or replacement for PBS 3a access</li> </ul> |
| 1c. Road geometry                               | <p><i>Improve alignment at Bogan St / Hartigan Ave</i></p>   |
| 1d. Heavy duty pavement                         | <ul style="list-style-type: none"> <li>North Moree</li> </ul>  |
| 1e. East-west connection upgrades               | <ul style="list-style-type: none"> <li>Mitchell Highway (commenced)</li> <li>Kamilaroi Highway</li> <li>Lachlan Valley Way</li> <li>Vehicle activated signs</li> <li>Gwydir Highway</li> <li>Enhancements at other key connections</li> </ul>  |
| 1f. Facilities                                  | <ul style="list-style-type: none"> <li>Upgrade existing and provide additional decoupling sites, including deceleration lanes</li> <li>Provide additional livestock effluent disposal facilities</li> </ul>  |
| 2a. Safety infrastructure                       | <ul style="list-style-type: none"> <li>Install audio-tactile wide centre lines</li> <li>Upgrade existing and build additional rest stops</li> <li>Install additional lateral safety barriers</li> <li>Provide new heavy vehicle safety stations</li> </ul>   |
| 2b. Road design                                 | <ul style="list-style-type: none"> <li>Assess suitability of planned overtaking lane designs</li> <li>Progressively upgrade to meet standard cross section design</li> <li>Review constructed overtaking lanes for performance gaps</li> <li>Address high risk curves rated as "very poor"</li> <li>Re-assess feasibility of lower priority overtaking lane options excluded from current program</li> <li>Update line markings to prevent overtaking at right turns into local access roads</li> <li>Establish 8m clear zones along the highway</li> <li>Address high risk curves rated as "poor"</li> </ul>  |
| 2c. Driver behaviour                            | <ul style="list-style-type: none"> <li>Establish program of rural gateway treatments (i.e. road markings)</li> <li>Run targeted road safety advertising campaigns</li> </ul>   |
| 3. Flooding mitigation                          | <ul style="list-style-type: none"> <li>Undertake a corridor-wide flood study</li> </ul>  |
| 4. Information and communication                | <ul style="list-style-type: none"> <li>Install electronic variable message signs</li> <li>Investigate providing mobile coverage at all rest stops</li> <li>Establish information platform</li> <li>Improve tourism signage along the corridor and beautify town entrances</li> <li>Provide consistent mobile phone coverage along entire corridor</li> </ul>   |

Note: italicised initiatives will be addressed by the Parkes bypass route if constructed

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## RAMJO Riverina Waste Group Meeting

Meeting Date: **Thursday** 28<sup>th</sup> November 2019  
 Time: 10.30am  
 Venue: Council Chambers  
 Location: **Griffith**



### Christmas Meeting

#### Welcome attendees and guests –

Meeting commences –

- a) Apologies
- b) Confirmation of Minutes of previous Meeting
- c) Business Arising from Minutes of the previous meeting

#### **Expand kerbside recycling/greenwaste services within the region**

Seeking advice from any council that intend to expand services. Update on contracts.

#### **Local and Regional Communication**

We continue to liaison with other Councils, the EPA, voluntary waste groups and RENEW<sup>1</sup>

- Report on the RAMROC Riverina Waste Group website and FaceBook page
- Report on November RENEW meeting
- EnviroMentors Program - report

#### **Industry Liaison**

- Community Recycling Centres report
- Work with other waste groups on Statistic Improvement Project – report available
- Solar farm waste issues advocacy – report available
- Additional or altered signage at Community Recycling Centres is available
- Response regarding Climate Solutions Fund - Michael McCormack
- Griffith Recyclers – Russell Rowley
- Big Bag Recycling

#### **Effective Landfill Management**

- Available grants – any pending applications – success in Improvement Grants? Help from RAMJO
- Grants for additional costs associated with recycling and China Sword/ recycling strategy – potential regional strategy.

#### **Illegal Dumping and Litter**

- Litter Grants – nothing current

#### **Collective Tendering and Group Investigations-**

Group tenders have been implemented for scrap metal and wood chipping. Discussion on any issues arising from the operation of the agreements.

##### • **E- Waste**

There is still potential for other member councils to participate in a tried and tested E-waste collection scheme. This collection system has been successfully integrated into the operations at Leeton.

##### • **Mattress Collection**

Leeton are also running this program successfully

<sup>1</sup> The network of voluntary waste groups across NSW including the EPA and Local Government NSW.  
 MEMBER COUNCILS - CARRATHOOL, GRIFFITH, HAY, LEETON, MURRUMBIDGEE AND NARRANDERA

- **Community Recycling Centres**

A combined media campaign is in the process of development which will cover both the Murray and Riverina waste groups. Quotations were sought for the campaign and as a result Sauce Communications from Leeton were appointed. An initial meeting with them has been held and the program will commence in full in early 2020. The aim is to increase awareness and participation at the CRC's.

- **China Sword**

An update report will be provided. Reports from councils on issues arising from the issue will be welcomed.



- **Small Grants Program**

This project to support local initiatives and was introduced late last year. The program has been run again this year with 12 applications from 5 councils. The project has is nearing completion with several projects finished and acquitted. A progress report will be available.

- **Love Food, Hate Waste Program**

The project has been completed for 2019. We provided information stalls at 6 events across the region.

- **Regional Waste Management Strategy**

The revamped **Regional Strategy** has been provided to the EPA however there has been no feedback. The Regional Coordinator will meet with his Murray counterpart and the RAMJO Executive Officer to review the progress in achieving the goals of the current Regional Strategy.

- **Organics Diversions and Composting**

There is considerable funding available from the EPA for expanding organics collections and treatment. Does anyone want to do a trial?

- **Greenwaste Processing**

As a result of a quotation process where we sought prices from potential greenwaste treatment contractors we selected a contractor. Feedback from those that have availed themselves of the service would be welcomed.

- **Container Deposit Scheme**

Individual updates from each council will be valuable. Should we push for more centres? Success at Narrandera. Some impressive figures from Leeton and Griffith.

- **Meal Services – food redistribution**

Are there any examples in the region as funding may be available.

- **Drone Survey**

Is there an appetite for a drone survey of waste depots – councils contribute towards the cost.

- **Annual Waste Conference**

Scholarship - report

**Budget Overview and Update** - Will be distributed on the day

**Update on activities from the councils.**

**General Business and Next Meeting Date.**

***A Christmas lunch will be provided at a local restaurant following the meeting***

*Please send acceptances/apologies to the Regional Coordinator –*

*John Craig by email [johnc@cdiaust.com.au](mailto:johnc@cdiaust.com.au)*

## DARLINGTON POINT FLOODPLAIN RISK MANAGEMENT STUDY AND PLAN

## MINUTES OF MEETING

HELD ON 28/11/2019 AT DARLINGTON POINT COUNCIL CHAMBERS

**ATTENDANCE****Meeting Opened 10:20am****PRESENT:**

| <b>Names</b>  | <b>Organisation/ Role</b>                                |
|---|--|
| Steve Manwaring<br><a href="mailto:steve.manwaring@environment.nsw.gov.au">steve.manwaring@environment.nsw.gov.au</a> | Department of Planning, Industry and Environment         |
| John Scarse<br><a href="mailto:johns@murrumbidgee.nsw.gov.au">johns@murrumbidgee.nsw.gov.au</a>                       | Murrumbidgee Council – General Manager                   |
| Ruth Macrae<br><a href="mailto:ruthm@murrumbidgee.nsw.gov.au">ruthm@murrumbidgee.nsw.gov.au</a>                       | Mayor – Murrumbidgee Council                             |
| Robert Curphey<br><a href="mailto:robert.curphey@murrumbidgee.nsw.gov.au">robert.curphey@murrumbidgee.nsw.gov.au</a>  | Councillor   |
| Phillip Wells<br><a href="mailto:phillip.wells@murrumbidgee.nsw.gov.au">phillip.wells@murrumbidgee.nsw.gov.au</a>     | Councillor   |
| Gavin Gilbert<br><a href="mailto:gavin.gilbert@murrumbidgee.nsw.gov.au">gavin.gilbert@murrumbidgee.nsw.gov.au</a>     | Councillor   |
| Tim Morrison<br><a href="mailto:tim.morrison@csse.com.au">tim.morrison@csse.com.au</a>                                | Catchment Simulation Solutions                           |
| Lara Davis<br><a href="mailto:lara.davis@csse.com.au">lara.davis@csse.com.au</a>                                      | Catchment Simulation Solutions                           |
| Laurie Finley<br><a href="#">To Be Confirmed</a>  | Community Representative                                 |
| Mona Finley   | Community Member   |
| Margaret Gilbert<br><a href="#">To Be Confirmed</a>   | Community Representative                                 |
| Peter McGaffin<br><a href="mailto:peter.mcgaffin@finance.nsw.gov.au">peter.mcgaffin@finance.nsw.gov.au</a>            | NSW Public Works Advisory (Principals Authorised Person) |





## MINUTES OF MEETING

HELD ON 28/11/2019 AT DARLINGTON POINT COUNCIL CHAMBERS

## APOLOGIES:

| Name(s)  | Organisation/ Role       |
|--|--------------------------|
| Ian Leckie<br><a href="mailto:craig.ronan@one.ses.nsw.gov.au">craig.ronan@one.ses.nsw.gov.au</a>       | SES                      |
| Craig Ronan<br><a href="mailto:ian.leckie@ses.nsw.gov.au">ian.leckie@ses.nsw.gov.au</a>                | SES                      |
| William Wade<br><a href="mailto:williamw@murrumbidgee.nsw.gov.au">williamw@murrumbidgee.nsw.gov.au</a> | Murrumbidgee Council     |
| Stephen Goodsall<br><a href="mailto:steveg@murrumbidgee.nsw.gov.au">steveg@murrumbidgee.nsw.gov.au</a> | Murrumbidgee Council     |
| Kelly Tyson<br><a href="mailto:kellyt@murrumbidgee.nsw.gov.au">kellyt@murrumbidgee.nsw.gov.au</a>      | Murrumbidgee Council     |
| Kevin Adams  | Community Representative |

## SUMMARY OF MATTERS DISCUSSED

|   | Description   | Action By (person) |
|---|---|--------------------|
| 1 | <b>Meeting Opened at 10:20 by Mayor Ruth Macrae</b><br>Introductions by all present followed.   |                    |
| 2 | <b>Overview of Floodplain Management Program – Steve Manwaring (DPIE)</b><br>Issues presented: <ul style="list-style-type: none"> <li>• Risk management post flood study</li> <li>• The Local Governments guide in managing flood risk is the Floodplain Development Manual. This document is available on the NSW Department of Planning, Industry and Environment website.</li> <li>• Council to make decisions regarding Planning Controls using the outcomes of this study and plan.</li> </ul> |                    |



|   | Description  | Action By (person) |
|---|--|--------------------|
| 3 | <p><b>Risk Management Process – Tim Morrison (CSS)</b></p> <p>For information refer attached PowerPoint presentation.</p> <p>Presentation included an overview of the flood study inclusive of maps showing 1% and 0.5% floods external to the Darlington Point levee system. Also showed the flood depths inside the levee system of a 1% flood (during a 10% external flood.)</p> <p>Tim then presented an overview if the Floodplain Risk Management Study &amp; Plan process to be undertaken.</p> <p>This was inclusive of:</p> <ul style="list-style-type: none"> <li>• Community consultation</li> <li>• Flood Damage Assessment</li> <li>• Emergency Management Planning</li> <li>• Options for Mitigation Measures</li> <li>• Reporting Guidelines</li> </ul>   |                    |
| 4 | <p><b>Questions Raised</b></p> <ol style="list-style-type: none"> <li><b>1. Has the Yanco Regulator been considered in the flood study / risk assessment? What affect does this waterway have on Darlington Point?</b> <ol style="list-style-type: none"> <li>a. WaterNSW being the key stakeholder in the Yanco offtake to be consulted with by CSS and the results to be incorporated into the FRMS&amp;P.</li> </ol> </li> <li><b>2. Is the flooding across the Sturt Highway included in the plan?</b> <ol style="list-style-type: none"> <li>a. Up to Altina Wildlife park is included inside the Darlington Point Flood Study. The area to the east of this point was picked up in the Narrandera Flood Study. The SES will have access to all this information.</li> </ol> </li> <li><b>3. Statement for consideration: On farm infrastructure (supply channels mentioned) have been put in place in numerous locations post the 2016 flood.</b></li> <li><b>4. Why was Darlington Street cut in the 2016 flood but not in the 2012 flood?</b> <ol style="list-style-type: none"> <li>a. All floods have different characteristics. The Floodplain Risk Management Study &amp; Plan is to represent as best as possible the flood conditions based on historical data and a statistical analysis for future design floods. It is acknowledged that conditions change over time and all floods are different.</li> </ol> </li> </ol> | CSS to action.     |

## MINUTES OF MEETING

HELD ON 28/11/2019 AT DARLINGTON POINT COUNCIL CHAMBERS



|   | Description   | Action By (person) |
|---|---|--------------------|
| 5 | <p><b>Spillway</b></p> <p>The new levee was built to a previous flood study than completed in 2018.</p> <p>The new flood study considering the latest flood data has resulted in the freeboard being reduced from 1m down to approximately 0.9m in some locations along the levee. A freeboard assessment to confirm this outcome is part of the FRMS&amp;P.</p> <p>Also, part of the current study is a spillway assessment for Darlington Point to see if a suitable location and design can be installed and the flood risk with or without a levee is assessed.</p> | CSS                |
| 6 | <p><b>Insurance</b></p> <p>Community representatives and Councillors made comment on the rising flood insurance inside the levee at Darlington Point. It was recommended by Steve Manwaring that Council forward the flood maps from the 2018 flood study to "Insurance Council of Australia" to potentially assist in the re-evaluation of insurance premiums.</p>   | Council            |
| 7 | <p><b>Planning Controls</b></p> <ul style="list-style-type: none"> <li>In flood affected areas outside the levee, 1% flood level + 0.5m is the minimum requirements for residential developments.</li> <li>Inside the levee is up for assessment as part of the floodplain risk management process.</li> </ul>  | Note               |
| 8 | <p><b>Floodplain Management Options</b></p> <ul style="list-style-type: none"> <li>Structural Options</li> <li>Response Options</li> <li>Property Modifications</li> </ul> <p>Refer PowerPoint presentation from CSS for details.</p>   | Note               |

## MINUTES OF MEETING

HELD ON 28/11/2019 AT DARLINGTON POINT COUNCIL CHAMBERS



|    | Description   | Action By (person) |
|----|---|--------------------|
| 9  | <p><b>Issues Raised</b></p> <p><b>1. Is funding available for remedial work</b></p> <p>a. Funding applications for recommended mitigation measures from a floodplain risk management study and plan can be forwarded to DPIE for approval on a pro rata basis as part of the NSW Governments Floodplain Management Program. Applications generally open in February of each year.</p> <p><b>Discussion on potential floodplain risk management measures that could be investigated by CSS as part of the study.</b></p> <p><b>1. Structural mitigation measures raised:</b></p> <p>a. Causeway's to the north of DP where water inundated in 2016 and on Kidman Way between DP and the Sturt Hwy where the Sturt highway was cut in 2016.</p> <p>b. Replacement of undersize existing culverts in North Darlington Point along Whitton Darlington Point Road and Kidman Way.</p> <p>c. Assess the potential for a North DP Levee</p> <p>d. The assessment of the flow restriction either side of the bridge and the potential to add culverts between the bridges</p> <p>e. The overland flow in the vicinity of Kooba station.</p> <p><b>2. Response Issues:</b></p> <p>a. Information for Evacuation management planning to be reviewed and any additional information provided to the SES as part of the floodplain risk management process.</p> <p>b. Community flood education recommended.</p> <p><b>3. Property Modifications (Options in flood prone areas outside the levee)</b></p> <p>a. Property buy back (typically at a pro rata of 6:1) generally not supported by members of the committee due to the cost.</p> <p>b. House Raising (homes on piers only)</p> <p>Issues to be included as part of the suite of management measures analysed in the FRMS&amp;P and brought back to the committee as part of the stage 2 reporting.</p> | CSS                |
| 10 | <p><b>Pumps</b></p> <p>The supply and use of pumps to assist the control of internal flooding during a flood event is addressed in the Operation and Maintenance manual maintained and operated by Council. These cannot be considered as part of the modelling.</p>  | Note               |

## MINUTES OF MEETING



HELD ON 28/11/2019 AT DARLINGTON POINT COUNCIL CHAMBERS

|    | Description   | Action By<br>(person) |
|----|---|-----------------------|
| 11 | <p><b>Tree Removal in Forests (on crown land)</b></p> <p>A question was raised if the FRMS&amp;P can recommend that tree removal be part of flood mitigation measures as some members of the committee felt that vegetation caused severe blockage issues in the past flood events, and there was concern that this could happen again in future flood events.</p> <p>DPIE informed that the study can try to assess different densities or roughness's of vegetation in the creekline and asses what impact these have on flood levels, however the aim of the FRMS&amp;P is to reduce flood losses to life and property, and unless the assessment of vegetation density can show a clear reduction in flood levels, then it would be hard to justify them as part of this study. In addition, any form of removal would still need to be accompanied by an appropriate REF or EIS.</p> | Note                  |
| 12 | <p><b>Questions</b></p> <p>Please contact the following with any questions you may have regarding the project:</p> <p>Tim Morrison – 0421 775 175</p> <p>Lara Davis – 02 8355 5507</p> <p>Steve Manwaring – 0475 835 886</p>  |                       |

MINUTES OF MEETING

HELD ON 28/11/2019 AT DARLINGTON POINT COUNCIL CHAMBERS



**Meeting Closed: 11:50pm**

**NEXT MEETING**

March / April 2020. (to be confirmed)

**DISTRIBUTION**

John Scarce (Murrumbidgee Council)

Ruth Macrae (Murrumbidgee Council – Mayor)

Stephen Goodsall (Murrumbidgee Council)

William Wade (Murrumbidgee Council)

Kelly Tyson (Murrumbidgee Council)

Steve Manwaring (DPIE)

Robert Curphey (Councillor)

Gavin Gilbert (Councillor)

Phillip Wells (Councillor)

Ian Leckie (SES)

Craig Ronan (SES)

Tim Morrison (CSS)

Lara Davis (CSS)

Peter McGaffin (NSW Public Works)

Laurie Finley (Community Representative)

Marg Gilbert (Community Representative)

Kevin Adams (Community Representative)

# **Murrumbidgee Council**

## **Floodplain Risk Management Committee**

### **Terms of Reference**

**DRAFT**

#### **1. Name**

The Committee shall be known as the “Murrumbidgee Council Floodplain Risk Management Committee” and hereinafter known as the “Committee”.

#### **2. Authorities**

- The Committee is a committee of Murrumbidgee Council (hereinafter referred to as “the Council”) in accordance with the provisions of the Local Government Act 1993 and the Local Government (General) Regulations 2005.
- The Committee was formed by Resolution of Council at Councils December 2019 meeting Resolution [109/18FC](#).
- The Committee is an advisory committee of Council.
- The Committee shall operate in accordance with Council’s Policies and Procedures and best practice guidelines.
- The Committee shall operate in accordance with Council’s Code of Conduct and Code of Meeting Practice Policy.
- The Council, from time to time, may vary the Committees Terms of Reference.

#### **3. Purpose**

- The Committee is formed to act as an advisory committee to the Council under the guidelines specified by the NSW Floodplain Development Manual.
- To represent the community and assist the Council with the floodplain risk management process, for the township of Darlington Point and environs.

#### **4. Chairperson and Deputy Chair**

The Committee will elect one of its voting members as Chair and Deputy Chair. Election of Chair and Deputy Chair will be carried out:

- At the March Committee meeting

The Chairperson shall convene the Committee meetings. If the Chair is not available then the Deputy Chair will convene the meeting.

## **5. Committee Members**

### **(i) Appointment**

- Council will appoint elected members to the Committee.
- Community members will be nominated for appointment by Council on to the Committee after the following process:
  - a. Community positions are advertised in local media for lodgement of expressions of interest.
  - b. Selection will be based on experience, area of representation, involvement in local community, interest.
  - c. An invitation is extended to representatives from SES and DPIE.
  - d. The General Manager shall nominate Council staff representatives from Engineering and Planning.

### **(ii) Membership**

The Committee is comprised of Elected Members, Community members, Council staff and Technical advisors. Only Elected Council members and community members are permitted to vote.

The Committee may invite non-voting observers and technical advisers as required. Members may nominate an alternate representative for a single meeting, on notice to the Council Project Officer. The alternate member will not have voting rights.

The membership shall be as follows:-

- Three Murrumbidgee Council elected Council members;
- One community representative from each planning area;
- Representative from SES;
- Representative from DPIE (formerly OEH);
- Council General Manager
- Planning and Environment;
- Council Asset Manager;
- Operations Manager- Maintenance
- Principals Authorised Person – PWA Project Manager.

### **(iii) Term**

- The term of office for all members shall be equal to the period required for the completion of the Floodplain Risk Management Study & Plan.
- Elected Council members shall be members of the Committee whilst in office.
- The Committee may be dissolved by the Council at any time.
- The General Manager may suspend or terminate members at any time.

### **(iv) Membership Vacancies**

A position on the Committee shall become vacant:

- By resignation of the position;
- By termination of employment with representative organisations;
- Death or medically unfit to continue;
- Absent for 3 or more consecutive meetings;
- If he/she becomes bankrupt, convicted of indictable offence;
- If the Committee is dissolved by Council;
- If the position is used for personal gain.



## **6. Procedures**

### **(i) Quorum**

A quorum shall be at least 4 voting members. If a quorum is not present the attending members may elect to continue the meeting with the Minutes recording "No Quorum present".

### **(ii) Meetings**

- a. The Committee shall meet at the Murrumbidgee Council chambers in Darlington Point or at alternate locations as decided by the Committee.
- b. Meetings shall be scheduled as determined by the Committee during its meetings.
- c. Members shall comply with Council's Code of Conduct

### **(iii) Voting**

Elected Council committee members and community members have voting rights.

### **(iv) Confidentiality**

- a. The Committee may have access to confidential matters during its term of office.
- b. The Committee members must respect and maintain the confidential nature of items (contractual) or when deemed as such by the chair.

### **(v) Code of Conduct**

All members of the Committee will observe the Council Code of Conduct.

### **(vi) Media**

The Committee shall comply with Council's Media Policy and Protocols. The Mayor and General Manager are the only representatives for this Committee to the media.

### **(vii) Administration**

Council to provide all administrative support to the committee including:

- a. Meeting room.
- b. Notices of meetings -
  - (i) Provided at least 5 (business days) prior to the meeting
  - (ii) Provided to all Committee Members and the General Manager, by email
- c. Agendas.
  - (i) Shall include conflicts of interest, confirmation of Minutes of previous meeting, technical reports, correspondence, General Business, date for next meeting.
  - (ii) Items for inclusion on the Agenda must be forwarded to Council's Project Officer at least 14 days prior to the next scheduled meeting.
- d. Minutes of meetings.
  - (i) Shall be recorded by Council's Project Officer.
  - (ii) Shall include confirmation of the Minutes of the previous meeting and record any changes.
  - (iii) Record member's areas of conflict of interest and their manner of exclusion from voting specific items.
  - (iv) Must include all items discussed, names of attendees, any apologies, date of next meeting.
  - (v) All Committee recommendations to record details of the motion, amendments, names of movers and seconders and whether the motion was passed.
  - (vi) Shall be forwarded to all Committee members and the General Manager within seven (7) days of the meeting.
- e. Committee Reports to Council.
  - (i) Minutes of the meetings to be placed on Council's Agenda at the next Council Meeting immediately after the Committee meeting

- f. Technical and professional support staff.
- g. Training of members -
  - (i) To be provided to members by Council as required.
- h. Community Notices including notices for Community meetings and publishing of major reports.
- i. Provision of Council feedback to the Committee.
- j. Management of contracts.
- k. Management of project finances including payment of principal consultant and sub-contractors.
- l. Insurance -
  - (ii) To be provided for the Committee by Council